SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

186

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, January 13, 1924, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

EASTWARD

Time Table No. 186

January 13, 1924

FIRST CLASS

Capacity of sidings in car lengths	26	130	48	50	20	44	46	22	2	8	14	84	42	18	122	36	28	124	54	Distance from San Francisco.	STATIONS
	The Owl	San Francisco Martinez Passenger	El Dorado	The Tehachapi	Pacific Limited	San Francisco Napa Santa Rosa Bay Point Passenger	San Francisco Sacramento Passenger	St. Louis Express	San Francisco Overland Limited	San Francisco Los Angeles Passenger	San Francisco Portland Express	San Francisco Fresno Passenger	San Francisco Calistoga, San Ramon Passenger	Sacramento Special	San Francisco Port Costa Passenger	San Francisco Stockton Passenger	San Francisco Sacramento Passenger	San Francisco Bay Point Passenger	Oregonian		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily		
	6.00PM	5.20PM	5.00PM	4.00PM	4.00PM	3.40PM	2.40PM	1.00PM	11.00AM	10.40AM	10.20AM	8.40AM	8.00AM	7.40AM	6.40AM	6.00AM	6.00AM	6.00AM	11.40PM	0.0	SAN FRANCISCO 3.5
	6.18	5.38	5.18	4.18	4.18	3.58	2.58	1.18	11.18	10.58	10.38	8.58	8.18	7.58	6.58	6.18	6.18	6.18	11.58PM	3.5	OAKLAND PIER
BKWI P	6.27PM	5.45PM	5.25PM	4.30PM	4.27PM	4.05PM	3.05PM	1.30PM	11.30AM	11.07AM	10.45AM	9.05AM	8.27AM	8.05AM	7.05AM	6.30AM	6.27AM	6.25AM	12.08AM	3.5	TO-R OAKLAND PIER 1.4
Yard BKWFITY P																				4.9	TO-R WEST OAKLAND 0.6
P Interchange	s 6.33	s 5.54	s 5.32	s4.37	s 4.34	s 4.12	s 3.12	s 1.38	s11.38	s11.14	s10.52	s 9.12	s 8.35	s 8.12	s 7.11	s 6.38	s 6.33	s 6.30	s12.16	5.5	OAKLAND (16th Street) 1.1
P																				6.6	EMERYVILLE 0.4
. IP																				7.0	SHELLMOUND 0.2
																				7.2	SEDAN 0.2
																				7.4	PARAFFIN 0.4
55 West P																				7.8	STOCK YARDS 0.4
																				8.2	LIVNY 1.0
P	s 6.41	s 6.02	s 5.39	s4.46	s 4.42	s 4.20	s 3.19	s 1.48	s11.46	s11.22	s11.00	s 9.19	s 8.43	s 8.19	s 7.19	s 6.48	6.42	s 6.38	s12.26	9.2	BERKELEY (University Ave.) 1.0
																				10.2	CORBIN 0.5
		f					f									f				10.7	FLEMING 0.5
																				11.2	NOBEL 0.4
		f					f													11.6	VIGORIT 1.5
87 East P		f					f									f				13.1	STEGE 1.9
P	6.48	s 6.10	s 5.48	s4.55	4.49	s 4.30	s 3.30	1.58	11.55AM	s11.32	s11.10	s 9.27	s 8.51	s 8.27	s 7.28	s 7.00	s 6.51	s 6.47	12.36	15.0	RICHMOND 1.6
148 East W P Interchange		f 6.13					s 3.34						f 8.55			s 7.05	6.54	6.50		16.6	SAN PABLO 2.3
P		f					s								s	s				18.9	GIANT 0.9
48 East 52 West P		f														f				19.8	SOBRANTE 1.7
		f																		21.5	KRIEGER 1.5
74 West P	6.59	s 6.23	5.59	s5.05	5.01	s 4.43	s 3.46	2.11	12.07PM	11.45	11.22	9.38	f 9.06	8.38	7.43	s 7.18	7.05	s 7.01	12.49	23.0	PINOLE 0.8
45 East P							f								s	s		s		23.8	HERCULES 1.7
P		s 6.27				s	s 3.52								f	s		s		25.5	RODEO 0.9
69 East P		s				f	s								s	s				26.4	OLEUM 0.7
43 East		f				f									f	f				27.1	TORMEY 0.4
46 West P		s					s						s		s	s				27.5	SELBY 0.5
55 West P	7.08	s 6.33	6.08	5.17	5.11	s 4.58	s 4.04	s 2.22	12.17	s11.57AM	11.32	9.47	s 9.20	8.47	s 7.55	s 7.35	s 7.15	s 7.11	12.59	28.0	VALLEJO JCT. 1.0
210 West P		s 6.36		s		s 5.00	s			s			s 9.22		s 7.57	s 7.37		s 7.14		29.0	CROCKETT 1.1
62 West P		f											f			f		f		30.1	ECKLEY 1.0
Yard BKWFIT P	s 7.17PM	s6.43PM	s 6.15PM	s5.27PM	s 5.20PM	s 5.08PM	s 4.15PM	s 2.30PM	s12.25PM	12.07PM	s11.40AM	s 9.55AM	s 9.27AM	s 8.55AM	s 8.05AM	s 7.50AM	s 7.30AM	s 7.25AM	s 1.08AM	31.1	TO-R PORT COSTA 1.3
			6.38PM		5.53PM		4.35PM	3.00PM	12.55PM		12.10PM			9.15AM			8.00AM		1.42AM	32.4	BENICIA
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(27.6)
	(0.50)	(0.58)	(0.50)	(0.57)	(0.53)	(1.03)	(1.10)	(1.00)	(0.55)	(1.00)	(0.55)	(0.50)	(1.00)	(0.50)	(1.00)	(1.20)	(1.03)	(1.00)	(1.00)		Time over District
	33.12	28.50	33.12	29.01	31.20	26.28	23.65	27.60	30.11	27.60	30.11	33.12	27.60	33.12	27.60	20.70	26.28	27.60	27.60		Average speed per hour

Oakland Ferry (San Francisco – Oakland Pier)

Block Signals

Double Track

Benicia Ferry (To-R Port Costa – Benicia)

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound Tower and Track No. 4 between Shellmound Tower and Richmond not protected by block signals.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or Beyond
2	Any Station	Cheyenne
20	Any Station	Ogden
22	Any Station	Ogden
22	Reduce speed at Richmond to dispatch mail.	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	To	For Passengers To or From
36	Certain-teed Pro. Co.	Receive or Discharge	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
28	Berkeley	Sunday only
42	Oleum	Sunday only

Time Table No. 186

January 13, 1924

WESTWARD

FIRST CLASS

	STATIONS	Distance from Port Costa	5 Nevada Express	87 Oil Fields Passenger	13 San Francisco Express	19 Pacific Limited	123 Martinez San Francisco Passenger	25 The Owl	53 Oregonian	9 Fast Mail	81 Bay Point, Napa, Santa Rosa, San Francisco Passenger	21 St. Louis Express	11 The Shasta	47 El Dorado	45 Sacramento San Francisco Passenger	127 Port Costa San Francisco Passenger	109 Sunset Express	1 San Francisco Overland Limited	29 Sacramento San Francisco Passenger	15 California Express	43 Calistoga San Francisco Passenger	17 Sacramento Special
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Oakland Ferry	SAN FRANCISCO 3.5	31.1	7.50AM	8.10AM	8.10AM	8.30AM	8.30AM	8.50AM	9.10AM	9.30AM	10.10AM	10.30AM	11.30AM	11.30AM	11.50AM	12.30PM	2.10PM	2.30PM	3.50PM	5.50PM	6.10PM	6.30PM
	OAKLAND PIER	27.6	7.32	7.52	7.52	8.12	8.12	8.32	8.52	9.12	9.52	10.12	11.12	11.12	11.32	12.12	1.52	2.12	3.32	5.32	5.52	6.12
Block Signals Double Track	TO-R OAKLAND PIER 1.4	27.6	s 7.15AM	s 7.38AM	s 7.41AM	s 8.00AM	s 8.07AM	s 8.23AM	s 8.40AM	s 9.02AM	s 9.45AM	s 10.00AM	s 10.57AM	s 11.03AM	s 11.20AM	s 12.07PM	s 1.40PM	s 1.55PM	s 3.20PM	s 5.20PM	s 5.40PM	s 6.05PM
	TO-R WEST OAKLAND 0.6	26.2																				
	OAKLAND (16th Street) 1.1	25.6	s 7.05	s 7.25	s 7.30	s 7.51	s 8.00	s 8.13	s 8.30	s 8.52	s 9.36	s 9.50	s 10.46	s 10.52	s 11.10	s 11.59AM	s 1.30	s 1.45	s 3.10	s 5.10	s 5.27	s 5.55
	EMERYVILLE 0.4	24.5																				
	SHELLMOUND 0.2	24.1																				
	SEDAN 0.2	23.9																				
	PARAFFIN 0.4	23.7																				
	STOCK YARDS 0.4	23.3																				
	LIVNY 1.0	22.9																				
	BERKELEY (University Ave.) 1.0	21.9	s 6.52	s 7.13	s 7.18	s 7.41	s 7.52	s 8.03	s 8.14	s 8.30	s 9.26	s 9.40	s 10.36	s 10.42	s 10.58	s 11.50	s 1.19	s 1.34	s 3.01	s 4.58	s 5.18	s 5.45
	CORBIN 0.5	20.9																				
	FLEMING 0.5	20.4					f									f						
	NOBEL 0.4	19.9																				
	VIGORIT 1.5	19.5													f	f						
	STEGE 1.9	18.0					f								f	f						
	RICHMOND 1.6	16.1	s 6.40	s 7.00	7.05	7.31	s 7.43	7.53	8.04	8.20	s 9.14	9.30	10.26	10.32	s 10.48	s 11.39	s 1.09	1.24	s 2.51	4.45	s 5.08	s 5.35
	SAN PABLO 2.3	14.5	6.36	6.57	7.02	7.28	f 7.38	7.51	8.00		9.09	9.28	10.23	10.29	f 10.43	f 11.35	1.05	1.21	2.48	4.42	s 5.05	5.33
	GIANT 0.9	12.2					s								s	f					s	
	SOBRANTE 1.7	11.3													f	f						
	KRIEGER 1.5	9.6													f	f						
	PINOLE 0.8	8.1	6.26	6.47	6.52	7.18	s 7.28	7.41	7.50	8.09	s 9.00	9.18	10.13	10.19	s 10.31	s 11.25	12.55	1.11	s 2.38	4.33	s 4.55	5.24
	HERCULES 1.7	7.3					f									f					f	
	RODEO 0.9	5.6					s								s	s					s	
	OLEUM 0.7	4.7					s				f				f	s					s	
	TORMEY 0.4	4.0					f									f					s	
	SELBY 0.5	3.6					s								s	s					s	
	VALLEJO JCT. 1.0	3.1	6.15	6.37	6.42	7.08	s 7.15	7.31	7.40	8.01	s 8.49	9.08	10.05	10.09	s 10.17	s 11.12	s 12.45	1.01	s 2.28	4.23	s 4.40	5.16
	CROCKETT 1.1	2.1		f			s				s 8.34				s 10.11	s 11.09	s 12.39		s 2.24		s 4.26	s 5.12
	ECKLEY 1.0	1.0					f									f					f	
Benicia Ferry	TO-R PORT COSTA 1.3	0.0	s 6.05AM	6.27AM	s 6.30AM	s 7.00AM	7.05AM	7.23AM	s 7.30AM	7.55AM	8.30AM	9.00AM	s 9.57AM	s 10.02AM	s 10.07AM	11.05AM	12.35PM	s 12.52PM	s 2.20PM	s 4.15PM	4.22PM	s 5.08PM
	BENICIA	0.0	5.30AM		5.55AM	6.25AM			7.00AM	7.27AM		8.25AM	9.35AM	9.42AM	9.35AM			12.20PM	2.00PM	3.45PM		4.45PM
	(27.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.10)	(1.11)	(1.11)	(1.00)	(1.02)	(1.00)	(1.10)	(1.07)	(1.15)	(1.00)	(1.00)	(1.01)	(1.13)	(1.02)	(1.05)	(1.03)	(1.00)	(1.05)	(1.18)	(0.57)
	Average speed per hour		23.65	23.30	23.30	27.60	26.70	27.60	23.65	24.71	22.08	27.60	27.60	27.14	22.68	26.70	25.41	26.21	27.60	25.47	21.20	29.05

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound tower and track No. 4 between Shellmound tower and Richmond not protected by block signals.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond	Train	At	For Passengers From or Beyond
1	Any Station	Cheyenne	25	Richmond	Los Angeles
5	Any Station	Sparks	47	Any Station	Davis
13	Any Station	Gerber	81	Any Station	Martinez or Vallejo
13	Vallejo Junction	Roseville	109	Any Station	Tracy
15	Any Station	Portland			
19	Any Station	Sparks			
21	Any Station	Sparks			

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers to or from
123	Certain-teed Pro. Co.	Any Station
127	Certain-teed Pro. Co.	Any Station
123	Potter	Any Station
127	Potter	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
29	Oleum	Saturday Only
29	Giant	Saturday only

EASTWARD

Time Table No. 186

January 13, 1924

Capacity of sidings in car lengths.	THIRD CLASS		SECOND CLASS	FIRST CLASS						Distance from San Francisco	STATIONS	
	222	302	288	86	16	10	132	12	6			
	Sacramento, Ogden and Portland Fast Freight	Port Costa Local Freight	Fresno Freight	Oil Fields Passenger	Oregon Express	Atlantic Express	San Francisco Martinez Passenger	The Shasta	Nevada Express			
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily			
				11.00PM	9.40PM	9.00PM	7.40PM	7.40PM	6.20PM	0.0	SAN FRANCISCO	3.5
				11.18	9.58	9.18	7.58	7.58	6.38	3.5	OAKLAND PIER	
BKWI P				11.30PM	10.15PM	9.45PM	8.08PM	8.05PM	6.50PM	3.5	TO-R OAKLAND PIER	1.4
Term Yard BKWFITY P	10.15PM	7.10AM	5.50PM							4.9	TO-R WEST OAKLAND	0.6
I Interchange P				s 11.38	s 10.22	s 9.52	s 8.15	s 8.12	s 6.58	5.5	OAKLAND (16th Street)	1.1
P										6.6	EMERYVILLE	0.4
IP										7.0	SHELLMOUND	0.2
										7.2	SEDAN	0.2
										7.4	PARAFFIN	0.4
55 West P										7.8	STOCK YARDS	0.4
										8.2	LIVNY	1.0
P				s 11.48	s 10.32	s 10.02	s 8.23	s 8.19	s 7.06	9.2	BERKELEY (University Ave.)	1.0
										10.2	CORBIN	0.5
							f			10.7	FLEMING	0.5
										11.2	NOBEL	0.4
							f			11.6	VIGORIT	1.5
87 East P							f			13.1	STEGE	1.9
P				s 11.58PM	s 10.42	s 10.12	s 8.33	8.27	s 7.16	15.0	RICHMOND	1.6
148 East WP Interchange							f 8.36			16.6	SAN PABLO	2.3
P							f			18.9	GIANT	0.9
48 East 52 West P							f			19.8	SOBRANTE	1.7
										21.5	KRIEGER	1.5
74 West P				12.12AM	10.55	10.26	s 8.45	8.38	7.27	23.0	PINOLE	0.8
45 East P										23.8	HERCULES	1.7
P							s 8.49			25.5	RODEO	0.9
69 East P							s			26.4	OLEUM	0.7
43 East							f			27.1	TORMEY	0.4
46 West P							s			27.5	SELBY	0.5
55 West P				12.23	11.05	10.36	s 8.59	8.47	7.37	28.0	VALLEJO JCT.	1.0
210 West P				s 12.28	s		s 9.02			29.0	CROCKETT	1.1
62 West P							f			30.1	ECKLEY	1.0
Yard BKWFIT P	11.20PM	4.00PM	7.00PM	s 12.38AM	s 11.15PM	s 10.45PM	s 9.10PM	8.55PM	s 7.45PM	31.1	TO-R PORT COSTA	1.3
	12.05AM				11.45PM	11.15PM		9.25PM	8.15PM	32.4	BENICIA	
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily		(27.6)	
	(1.05)	(8.50)	(1.10)	(1.08)	(1.00)	(1.00)	(1.02)	(0.50)	(0.55)		............Time over District	
	24.18	2.99	22.41	24.35	27.60	27.60	26.70	33.12	30.11		............Average speed per hour	

San Francisco – Oakland Pier: Oakland Ferry

Oakland Pier – Richmond: Block Signals

TO-R Oakland Pier – TO-R Port Costa: Double Track

TO-R Port Costa – Benicia: Benicia Ferry

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

Track No. 1 between San Pablo and Shellmound tower and Track No. 4 between Shellmound tower and Richmond not protected by block signals.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
86	Pinole	Richmond
86	Oleum	Richmond

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers To or Beyond
10	Any Station	Ogden
16	Any Station	Portland

WESTWARD

Time Table No. 186

January 13, 1924

				FIRST CLASS				THIRD CLASS	
			Distance from Port Costa	125	49	23	209	35	219	301
				Avon San Francisco Passenger	The Tehachapi	Sacramento San Francisco Passenger	Sacramento San Francisco Passenger	Tracy San Francisco Passenger	Freight	Port Costa Local Freight
		STATIONS		Arrive Daily **EX. SUNDAY**	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily **EX. SUNDAY**
	Oakland Ferry	SAN FRANCISCO	31.1	6.50PM	7.10PM	7.30PM	10.05PM	11.25PM		
		3.5								
		OAKLAND PIER	27.6	6.32	6.52	7.12	9.47	11.07		
Block Signals	Double Track	TO R OAKLAND PIER	27.6	s 6.25PM	s 6.40PM	s 7.00PM	s 9.40PM	s 10.50PM		
		1.4								
		TO-R WEST OAKLAND	26.2						5.00AM	3.00PM
		0.6								
		OAKLAND (16th Street)	25.6	s 6.15	s 6.30	s 6.50	s 9.31	s 10.38		
		1.1								
		EMERYVILLE	24.5							
		0.4								
		SHELLMOUND	24.1							
		0.2								
		SEDAN	23.9							
		0.2								
		PARAFFIN	23.7							
		0.4								
		STOCK YARDS	23.3							
		0.4								
		LIVNY	22.9							
		1.0								
		BERKELEY (University Ave.)	21.9	s 6.05	s 6.19	s 6.41	s 9.21	s 10.30		
		1.0								
		CORBIN	20.9							
		0.5								
		FLEMING	20.4							
		0.5								
		NOBEL	19.9							
		0.4								
		VIGORIT	19.5			f				
		1.5								
		STEGE	18.0					f		
		1.9								
		RICHMOND	16.1	s 5.55	s 6.08	s 6.31	s 9.11	s 10.19		
		1.6								
		SAN PABLO	14.5	5.51		f 6.26	9.08	f 10.14		
		2.3								
		GIANT	12.2			f		f		
		0.9								
		SOBRANTE	11.3			f		f		
		1.7								
		KRIEGER	9.6							
		1.5								
		PINOLE	8.1	s 5.41	5.53	s 6.16	8.58	s 10.02		
		0.8								
		HERCULES	7.3			f		f		
		1.7								
		RODEO	5.6	s		s		s		
		0.9								
		OLEUM	4.7			s		f		
		0.7								
		TORMEY	4.0			f		f		
		0.4								
		SELBY	3.6			f		s		
		0.5								
		VALLEJO JCT.	3.1	s 5.31	5.43	s 6.05	8.50	f 9.52		
		1.0								
		CROCKETT	2.1	s 5.28		s 6.00		s 9.49		
		1.1								
		ECKLEY	1.0			f				
		1.0								
	Benicia Ferry	TO-R PORT COSTA	0.0	5.23PM	5.35PM	s 5.55PM	s 8.40PM	9.43PM	2.00AM	7.00AM
		1.3								
		BENICIA	0.0			5.30PM	8.12PM		1.00AM	
		(27.6)		Leave Daily **EX. SUNDAY**	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily **EX. SUNDAY**
		Time over District....................		(1.02)	(1.05)	(1.05)	(1.00)	(1.07)	(3.00)	(8.00)
		Average speed per hour..............		26.70	25.47	25.47	27.60	24.71	8.73	3.27

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound tower and Track No. 4 between Shellmound tower and Richmond not protected by block signals.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
49	Any Station	Tracy
49	Vallejo Junction	Martinez

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Frequency
209	Vallejo Junction	Sunday

EASTWARD

Time Table No. 186

January 13, 1924

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS																Distance from San Francisco	STATIONS
	304	272	222	16	10	12	6	48	20	78	46	22	2	14	76	18	28	72	54		
	Sacramento Local Freight	Gerber Freight	Sacramento Ogden & Portland Fast Frt.	Oregon Express	Atlantic Express	The Shasta	Nevada Express	El Dorado	Pacific Limited	Gerber Sacramento Passenger	San Francisco Sacramento Passenger	St. Louis Express	San Francisco Overland Limited	San Francisco Portland Express	Gerber Sacramento Passenger	Sacramento Special	San Francisco Sacramento Passenger	Marysville Sacramento Motor	Oregonian		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard WY P	9.15AM		1.00AM	s 11.45PM	s 11.15PM	s 9.25PM	s 8.15PM	s 6.38PM	s 5.53PM		s 4.35PM	s 3.00PM	12.55PM	s 12.10PM		s 9.15AM	s 8.00AM		1.42AM	32.4	TO-R BENICIA 0.8
P																				33.2	MAIL DOCK 0.6
P											f						f			33.8	ARMY POINT 4.2
103 East P				11.55PM	11.25	9.35	8.24	6.48	6.03		f 4.45	3.09	1.04	12.19		9.23	f 8.10		1.52	38.0	GOODYEAR 1.0
103 West											f						f			39.0	HOYT 1.1
											f						f			40.1	PIERCE 2.1
P											f						f			42.2	CYGNUS 1.0
											f						f			43.2	TEAL 1.9
											f						f			45.1	JACKSNIPE 3.8
Yard BKWFY P Interchange				s 12.15AM	s 11.45PM	9.54	s 8.44	s 7.08	6.23		s 5.15	s 3.28	1.23	s 12.38		s 9.43	s 8.40		2.10	48.9	TO SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0
48 East 82 West P Interchange											s 5.21						s 8.45			51.9	TOLENAS 1.9
											f						f			53.8	VANDEN 1.6
											f						f			55.4	CANNON 4.0
101 East 101 West BKWFY P				12.30	12.03AM	10.09	9.00	7.23	6.39		s 5.37	3.43	1.38	12.53		10.02	s 9.05		2.26	59.4	ELMIRA 4.8
											f						f			64.2	BATAVIA 3.3
86 East P 86 West W				12.42	12.15	10.21	f 9.14	s 7.35	6.50		s 5.57	s 3.55	1.50	s 1.05		s 10.13	s 9.20		2.37	67.5	DIXON 4.3
83 East											f						f			71.8	TREMONT 2.0
																				73.8	BRIGGSTON 1.8
88 East 121 West WIY P	3.45PM	2.10PM	7.00	12.55	s 12.30	s 10.33PM	f 9.30	s 7.51	7.01	6.50PM	s 6.15	4.07	2.02	s 1.17	12.40PM	s 10.30	s 9.50	8.15AM	s 2.55AM	75.6	TO-R DAVIS 1.5
																				77.1	CHILES 2.0
											f				f			f		79.1	SWINGLE 1.3
114 East 114 West				1.05	12.40		9.38	8.00	7.10	6.58	f 6.25	4.16	2.11	1.25	f 12.50	10.40	10.00	f 8.25		80.4	WEBSTER 5.9
																		f		86.3	MIKON 0.6
I P																				86.9	Sacramento Northern Ry. Crossing 1.4
											f							f		88.3	WASHINGTON 0.5
Term Yard BKWFTY P	4.30PM	2.40PM	7.30AM	s 1.20AM	s 12.55AM		s 9.55PM	s 8.15PM	s 7.25PM	s 7.15PM	s 6.45PM	s 4.30PM	s 2.25PM	s 1.40PM	s 1.10PM	s 10.55AM	s 10.15AM	s 8.40AM		88.8	TO-R SACRAMENTO
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(56.4)
	(7.15)	(0.30)	(6.30)	(1.35)	(1.40)	(1.08)	(1.40)	(1.37)	(1.32)	(0.25)	(2.10)	(1.30)	(1.30)	(1.30)	(0.30)	(1.40)	(2.15)	(0.25)	(1.13)		....................Time over District
	7.77	26.40	8.68	35.01	33.80	38.35	33.80	34.88	36.78	31.61	26.03	37.60	37.60	37.60	26.40	33.84	25.06	31.68	35.50		....................Average speed per hour

Block Signals

Double Track

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or beyond
2	Any Station	Cheyenne
10	Any Station	Ogden
14	Any Station	Roseville
16	Any Station	Portland
20	Any Station	Ogden
22	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
6	Goodyear, Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season
14	Goodyear	Wednesday and Saturday during hunting season
14	Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season
16	Davis	Sundays and Holidays

No. 46 Stops at Broderick to exchange U. S. Mail.

ADDITIONAL REGULAR STOPS

Train	At	Frequency
6	Dixon	Sunday Only

WESTWARD

		FIRST CLASS																		THIRD CLASS		
	Distance from Sacramento	5	13	19	53	9	21	45	11	47	71	1	29	15	17	23	209	75	77	271	303	219
		Nevada Express	San Francisco Express	Pacific Limited	Oregonian	Fast Mail	St. Louis Express	Sacramento San Francisco Passenger	The Shasta	El Dorado	Gerber Passenger	San Francisco Overland Limited	Sacramento San Francisco Passenger	California Express	Sacramento Special	Sacramento San Francisco Passenger	Sacramento San Francisco Passenger	Sacramento Gerber Passenger	Sacramento Marysville Motor	Gerber Freight	Sacramento Local Freight	Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
TO-R BENICIA	56.4	s 5.30AM	s 5.55AM	6.25AM	s 7.00AM	7.27AM	s 8.25AM	s 9.22AM	s 9.35AM	s 9.42AM		12.20PM	s 2.00PM	s 3.45PM	s 4.45PM	s 5.30PM	s 8.12PM				2.00PM	11.30PM
0.8																						
MAIL DOCK	55.6																					
0.6																						
ARMY POINT	55.0							f					f			f						
4.2																						
GOODYEAR	50.8	5.20	5.45	6.15	6.50	7.18	8.15	f 9.10	9.25	9.33		12.10PM	1.50	3.34	4.35	f 5.20	8.02					
1.0																						
HOYT	49.8							f								f						
1.1																						
PIERCE	48.7							f								f						
2.1																						
CYGNUS	46.6							f								f						
1.0																						
TEAL	45.6							f								f						
1.9																						
JACKSNIPE	43.7							f								f						
3.8																						
TO SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing	39.9	4.59	s 5.24	5.57	6.30	7.02	7.57	s 8.45	9.08	s 9.18		11.49AM	s 1.32	3.17	s 4.15	s 4.55	s 7.45					
3.0																						
TOLENAS	36.9							s 8.34								s						
1.9																						
VANDEN	35.0							f								f						
1.6																						
CANNON	33.4							f								f						
4.0																						
ELMIRA	29.4	4.43	5.08	5.43	6.13	6.50	7.43	s 8.22	8.53	s 9.01		11.33	1.15	3.03	4.00	s 4.30	f 7.30					
4.8																						
BATAVIA	24.6							f								f						
3.3																						
DIXON	21.3	4.31	f 4.56	5.32	6.01	6.41	7.32	s 8.02	8.42	s 8.48		11.21	s 1.01	2.52	s 3.49	s 4.10	s 7.17					
4.3																						
TREMONT	17.0							f								f						
2.0																						
BRIGGSTON	15.0																					
1.8																						
TO-R DAVIS	13.2	f 4.19	4.44	5.20	5.49AM	6.32	7.20	s 7.45	8.30AM	s 8.35	s 10.25AM	11.09	s 12.50	2.40	s 3.36	s 3.55	s 7.00	s 7.45PM	s 7.55PM	6.40AM	7.10AM	7.30
1.5																						
CHILES	11.7																					
2.0																						
SWINGLE	9.7							f								f			f			
1.3																						
WEBSTER	8.4	4.10	4.35	5.12		6.27	7.12	f 7.34		8.28	10.15	11.00	12.42	2.32	3.28	f 3.42	6.42	7.35	f 7.45			
5.9																						
MIKON	2.5															f			f			
0.6																						
Sacramento Northern Ry. Crossing	1.9																					
1.4																						
WASHINGTON	0.5							f								f			f			
0.5																						
TO-R SACRAMENTO	0.0	3.55AM	4.20AM	5.00AM		6.15AM	7.00AM	7.20AM		8.15AM	10.00AM	10.45AM	12.30PM	2.20PM	3.15PM	3.30PM	6.30PM	7.20PM	7.30PM	6.00AM	6.30AM	6.15PM
56.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District.............		(1.35)	(1.35)	(1.25)	(1.11)	(1.12)	(1.25)	(2.02)	(1.05)	(1.27)	(0.25)	(1.35)	(1.30)	(1.25)	(1.30)	(2.00)	(1.42)	(0.25)	(0.25)	(0.40)	(7.30)	(5.15)
Average speed per hour..........		35.01	35.01	39.81	36.50	47.00	39.81	27.73	39.87	38.89	31.68	35.01	37.60	39.81	37.60	28.20	33.17	31.68	31.68	19.80	7.52	10.74

Block Signals

Double Track

Derail in westward main track just west of station building, Benicia.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
1	Any Station	Cheyenne
5	Any Station	Sacramento
13	Elmira	Roseville
15	Any Station	Portland
19	Any Station	Sparks
21	Any Station	Sparks
47	Any Station	Davis

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
17	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
29	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
47	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
209	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season

No. 45 Broderick daily for mail.

EASTWARD

Capacity of Sidings in car Lengths.	THIRD CLASS				SECOND CLASS	FIRST CLASS														Distance from San Francisco		Time Table No. 186 January 13, 1924	
				250	288		132	26	130	44	50	8	84	40	146	36	124	120	86				
				Tracy Local Freight	Fresno Freight		San Francisco Martinez Passenger	The Owl	San Francisco Martinez Passenger	San Francisco Bay Point Passenger	The Tehachapi	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	San Francisco Bay Point Passenger	San Francisco San Ramon Mixed	San Francisco Stockton Passenger	San Francisco Bay Point Passenger	Port Costa Martinez Passenger	Oil Fields Passenger				
				Leave Daily EX. SUNDAY	Leave Daily		Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			STATIONS	
Yard BKWFIT P				7.35AM	7.30PM		9.15PM	7.19PM	6.44PM	5.35PM	**5.30PM**	12.10PM	9.56AM	9.30AM	9.30AM	8.00AM	7.32AM	**6.25AM**	12.43AM	31.1	Block Signals	TO-R PORT COSTA	1.1
P							f		f	f				f	f					32.2		NEVADA DOCK	0.9
																f		f		33.1		OZOL	1.6
80 WP				**8.10**	7.45		s 9.25PM	7.28	s 6.54PM	s 5.45	s 5.39	s **12.22**	s 10.05	s 9.40	s 9.40	s **8.10**	s 7.42	s 6.40AM	f 12.51	34.7		TO-R MARTINEZ	1.3
111 P										f				f	f	f	f			36.0		MOCOCO	0.8
										f				f	f	f				36.8		PEYTON	1.3
73 Y P				8.40	8.00			7.34		s 5.55	5.45	12.30	10.11	9.50	s 9.50AM	s 8.17	s **7.50**		12.57	38.1		TO-R AVON	3.2
Interchange 208 P				9.10	8.20			7.39		s 6.00PM	5.50	s 12.36	10.16	s 10.05AM		s 8.27	s 8.05AM		f 1.03	41.3		TO-R BAY POINT	1.7
70 P																f 8.30			1.06	43.0		NICHOLS	1.8
Interchange 56 P				9.30	8.30			7.44			5.56	12.42	10.21			f 8.37			1.09	44.8		McAVOY	4.1
Interchange 50 W P				**10.26**	**9.02**			7.49			s 6.01	s 12.49	**10.26**			s 8.47			s 1.16	48.9		TO PITTSBURG	1.9
																f				50.8		LOS MEDANOS	2 3
																				53.1		PRINCE	0.4
56 P				11.10	9.30			7.55			f 6.10	s **12.57**	10.32			s 9.00			1.24	53.5		TO ANTIOCH	2.5
																f				56.0		NEWLOVE	1 3
83				**11.35AM**	9.45			8.02			6.15	1.03	10.38			f 9.08			1.31	57.3		NEROLY	4.4
154 WP				**12.01PM**	10.00			8.08			s 6.21	s 1.11	10.44			s 9.18			1.39	61.7		TO BRENTWOOD	5.2
95 P				12.25	10.20			8.15			s 6.29	s 1.20	**10.51**			s 9.30			1.49	66.9		TO BYRON	2 0
P											f	f				f				68.9		BYRON HOT SPRINGS	2.7
51 P				12.40	10.35			**8.21**			6.39	1.29	10.57			f 9.40			1.57	71 6		HERDLYN	4.1
59 P				1.00	10.55			8.26			6.48	1.36	**11.02**			s **9.50**			2.04	75.7		TO BETHANY	3 4
47				1.15	11.15PM			8.31			6.53	1.43				f 10.00			2.10	79.1		JANNEY	3.1
Term yard BKWFTY P				1.35PM	12.01AM			s 8.36PM			s 7.00PM	s 1.50PM	s 11.15AM			s 10.10AM			s 2.20AM	82.2		TO-R TRACY	
				Arrive Daily EX. SUNDAY	Arrive Daily		Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(51.1)	
				(6.00)	(11.30)		(0.10)	(1.17)	(0.10)	(0.25)	(1.30)	(1.40)	(1.19)	(0.35)	(0.20)	(2.10)	(0.33)	(0.15)	(1.37)			................Time over District	
				8.51	4.31		21.60	39.81	21.60	24.48	34.06	30.61	38.81	17.41	21.00	23 58	18.50	14.40	31.50			................Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction. Exception—No. 120 is Superior to No. 123.

AT MARTINEZ: Nos. 120, 130 and 132 }
AT BAY POINT: Nos. 124, 40 and 44 } **May occupy main track until ten minutes after schedule arriving time as shown above, but Rule 99 must be complied with.**

ADDITIONAL FLAG STOPS		
Train	At	For Passengers to (or beyond)
50	Any Station	Tracy

WESTWARD

Time Table No. 186

January 13, 1924

Block Signals

				FIRST CLASS									SECOND CLASS		THIRD CLASS
			Distance from Tracy	87	123	25	81	109	43	125	49	35	133	135	249
				Oil Fields Passenger	Martinez San Francisco Passenger	The Owl	Bay Point Napa San Francisco Passenger	Sunset Express	Bay Point San Francisco Passenger	Avon San Francisco Passenger	The Tehachapi	Tracy San Francisco Passenger	Martinez Port Costa Passenger	Martinez Port Costa Passenger	Tracy Local Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
TO-R	PORT COSTA		51.1	s 6.25AM	s 7.04AM	s 7.20AM	s 8.20AM	s 12.32PM	s 4.20PM	s 5.20PM	s 5.30PM	s 9.38PM	8.36PM	s 9.50PM	3.15PM
		1.1													
	NEVADA DOCK		50.0		f		f			f			f	f	
		0.9													
	OZOL		49.1		f				f						
		1.6													
TO-R	MARTINEZ		47.5	s 6.15	6.55AM	7.10	s 8.10	s 12.22	s 4.10	s 5.12	s 5.20	s 9.30	8.25PM	9.35PM	3.00
		1.3													
	MOCOCO		46.2				f		f	f		f			
		0.8													
	PEYTON		45.4					f		f		f			
		1.3													
TO-R	AVON		44.1	6.07		7.05	s 7.50	f 12.11	s 4.00	5.05PM	5.10	f 9.22			2.35
		3.2													
TO-R	BAY POINT		40.9	f 6.00		7.01	s 7.30AM	s 12.06	3.55PM		s 5.05	s 9.16			2.20
		1.7													
	NICHOLS		39.2	5.55				12.01PM				f 9.13			1.55
		1.8													
	McAVOY		37.4	5.53		6.57		f 11.59AM			5.00	f 9.10			1.50
		4.1													
TO	PITTSBURG		33.3	f 5.47		6.52		s 11.53			s 4.54	s 9.02			1.40
		1.9													
	LOS MEDANOS		31.4					f				f			
		2.3													
	PRINCE		29.1												
		0.4													
TO	ANTIOCH		28.7	f 5.38		6.46		s 11.43			f 4.44	f 8.53			12.57
		2.5													
	NEWLOVE		26.2					f							
		1.3													
	NEROLY		24.9	5.31		6.42		f 11.35			4.37	f 8.46			12.20
		4.4													
TO	BRENTWOOD		20.5	s 5.24				s 11.28			s 4.30	s 8.40			12.01PM 11.11AM
		5.2													
TO	BYRON		15.3	s 5.14		6.30		s 11.18			s 4.20	s 8.30			10.51
		2.0													
	BYRON HOT SPRINGS		13.3					f			f	f			
		2.7													
	HERDLYN		10.6	5.07		6.24		11.08			4.12	f 8.21			10.15
		4.1													
TO	BETHANY		6.5	5.01		6.19		s 11.02			4.05	f 8.10			9.50
		3.4													
	JANNEY		3.1	4.55		6.14		10.50			4.00	f 8.05			9.25
		3.1													
TO-R	TRACY		0.0	4.50AM		6.10AM		10.45AM			3.55PM	8.00PM			9.15AM
	(51.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	Time over District			(1.35)	(0.09)	(1.10)	(0.50)	(1.47)	(0.25)	(0.15)	(1.35)	(1.38)	(0.11)	(0.15)	(6.00)
	Average speed per hour			32.27	24.00	43.80	12.24	28.61	24.48	28.00	32.27	31.28	19.60	14.40	8.51

Westward trains are superior to trains of the same class in the opposite direction. Exception—No. 120 is Superior to No. 123.

AT BAY POINT Nos. 81 and 43
AT MARTINEZ Nos. 123, 133 and 135
} May occupy main track ten minutes before schedule leaving time as shown above, but Rule 99 must be complied with.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL REGULAR STOPS		
Train	At	For Passengers from or beyond	Train	At	Frequency
49	Any Station	Los Angeles	43 87	Nevada Dock Byron Hot Springs	Sunday Monday

EASTWARD

Time Table No. 186

January 13, 1924

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS			FIRST CLASS												Distance from San Francisco	STATIONS
	802	280	278	242	246	254	74	80	96	38	904	92	82	502	32	902	90	24		
	San Jose Local Freight	San Jose Local Freight	Tracy Local Freight	Fresno Mdse. Freight	Fresno Freight	Ogden Manifest	The Padre	Stockton Flyer	San Francisco San Jose Passenger	San Francisco Sacramento Passenger	Stonehurst Local	San Francisco San Jose Passenger	San Francisco Stockton Passenger	San Francisco Santa Cruz Passenger	San Francisco Sacramento Passenger	Stonehurst Local	San Francisco San Jose Passenger	Tonopah Express		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
							7.40PM	6.00PM	5.20PM	4.00PM	3.20PM	11.40AM	8.40AM	8.20AM	7.20AM	6.40AM	6.40AM	1.20AM	0.0	SAN FRANCISCO 3.5 Oakland Ferry
							7.58	6.18	5.38	4.18	3.38	11.58	8.58	8.38	7.38	6.58	6.58	1.38	3.5	OAKLAND PIER
BKWI P							8.05PM	6.24PM	5.50PM	4.25PM	3.45PM	12.08PM	9.05AM	8.50AM	7.50AM	7.07AM	7.05AM	1.50AM	3.5	TO-R OAKLAND PIER 1.4 Double Track
Term. Yard BKWFITY P Interchange	9.15AM	8.00AM	4.10AM																4.9	Cedar St. Crossing TO-R WEST OAKLAND 1.0
																			5.9	Western Pacific Crossing 0.8
I P							s 8.15	s 6.32	s 5.59	s 4.33	s 3.55	s 12.17	s 9.12	s 9.00	s 7.58	s 7.15	s 7.13	s 1.57	6.7	OAKLAND (First St.) 0.1
																			6.8	Webster Street Crossing 1.5
P									f		f	f		f		f	f		8.3	EAST OAKLAND 1.4
I P							s 8.22		s 6.08	s 4.42	s 4.05	s 12.24	s 9.19	s 9.10	s 8.05	s 7.25	s 7.20	2.05	9.7	FRUITVALE 0.6
																			10.3	Cala. Ry. Crossing 3.1
55 P	9.40AM	8.25	4.35				8.30PM	6.45	s 6.15	4.49	s 4.15PM	f 12.31	9.27	s 9.17AM	f 8.12	s 7.35AM	s 7.27	2.13	13.4	TO-R ELMHURST 1.4
38 WP		9.00	4.40					6.47	s 6.19	4.52		s 12.36	9.29		s 8.15		s 7.32	s 2.16	14.8	TO SAN LEANDRO 0.7
									f			f					f		15.5	SOUTH SAN LEANDRO 1.0
									f			f			f		f		16.5	ESTUDILLO 1.0
40 P		**9.08** **9.33**	4.50					6.50	s 6.27	f 4.57		s 12.42	**9.33**		f 8.21		s 7.38	2.20	17.5	TO LORENZO 2.6
46 P		10.15	5.00					6.53	s 6.32	s **5.03**		s 12.48	9.37		s 8.26		s 7.43	s 2.25	20.1	TO HAYWARD 3.9
33 P		**10.30**	5.10					6.58	f 6.43	5.10		f 12.55	9.42		8.31		f 7.50	2.32	24.0	HALVERN 2.5
36 P		11.00	5.20					**7.01**	s **6.48**	f 5.15		s 1.00	9.46		s 8.37		s 7.54	2.37	26.5	TO DECOTO 1.1 Block Signals
									f								f		27.6	PABRICO 1.6
Yard WYP		11.15AM	5.30	9.00PM	8.10PM	1.25AM		s 7.06	s 6.55PM	s 5.28		s 1.08PM	s **9.55**		s 8.46		s 8.00AM	s 2.44	29.2	TO-R NILES 2.5
36 P			5.50	9.07	8.20	1.40		7.10		**5.38**			9.59		f **8.54**			2.49	31.7	FARWELL 1.9
																			33.6	BRIGHTSIDE 2.0
68 P			6.30	9.18	**8.38**	1.55		f 7.17		s 5.45			f 10.06		s **9.02**			2.59	35.6	TO SUNOL 2.8
															f				38.4	VERONA 2.5
79 P			7.00	9.30	9.05	2.15		f 7.24		s 5.54			s 10.15		s 9.12			3.09	40.9	TO PLEASANTON 1.1
I Y P																			42.0	RADUM 0.4
																			42.4	REMILLARD 0.6
41 P			7.25	9.35	9.15	**2.25**		7.27		5.57			10.18		f 9.16			3.13	43.0	ELIOT 3.9
94 WT P			**8.00** **9.40**	9.50	9.30	**2.55**		s 7.34		s 6.04			s 10.25		s **9.28**			s 3.19	46.9	TO LIVERMORE 1.5
P															f				48.4	TREVARNO 2.1
80 P			**10.32**	10.10	9.45	**3.15**		7.40		6.12			**10.32**		f 9.38			3.28	50.5	ULMAR 4.5
79 WT P			11.00	10.30	10.00	**3.40**		7.48		6.20			10.39		s 9.50			**3.40**	55.0	TO ALTAMONT 4.5
74 P			11.15	10.50	10.20	4.10		**8.00**		6.28			10.48		f 10.00			3.50	59.5	CAYLEY 3.6
78 P			11.30	11.25PM	10.40	4.25		8.07		6.35			10.56		f 10.08			4.00	63.1	MIDWAY 5.6
30 P																			68.7	MEDAL 2.1
Term. Yard BKWFT Y P			11.45AM	12.05AM	11.00PM	**5.15AM**		s 8.18PM		s 6.50PM			s 11.10AM		s 10.20AM			s 4.15AM	70.8	TO-R TRACY
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.3)
	(0.25) 20.40	(3.15) 7.47	(7.35) 9.08	(3.05) 13.41	(2.50) 14.68	(3.50) 10.85	(0.25) 23.71	(1.54) 35.42	(1.05) 24.49	(2.25) 27.80	(0.30) 19.80	(1.00) 25.70	(2.05) 32.70	(0.27) 22.00	(2.30) 26.92	(0.28) 21.21	(0.55) 28.03	(2.25) 27.80		........Time over District ....Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
32	Bonita	Any Station
90	Cherryland	Any Station
90-92-96	Cherry	Any Station
90-92-96	Harder	Any Station
90-92-96	Tennyson	Any Station

ADDITIONAL REGULAR STOPS TO DISCHARGE PASSENGERS

Train	At	Frequency
38	Farwell	Saturday only

No. 24 reduce speed Fruitvale sufficiently to enable safe dispatch of papers.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined To or Beyond
38	San Leandro	Sunol

Time Table No. 186

January 13, 1924.

WESTWARD

Oakland Ferry: San Francisco – Oakland Pier

Double Track: To-R Oakland Pier – To-R Elmhurst

Block Signals

		FIRST CLASS									SECOND CLASS			THIRD CLASS	FOURTH CLASS	
	Distance from Tracy	89	91	73	79	31	501	95	37	51	901	903	557	279	277	801
		San Jose San Francisco Passenger	San Jose San Francisco Passenger	The Padre	Stockton Flyer	Sacramento Stockton San Francisco Passenger	Santa Cruz San Francisco Passenger	San Jose San Francisco Passenger	Stockton San Francisco Passenger	Fresno San Francisco Passenger	Stonehurst Local	Stonehurst Local	Santa Cruz San Francisco Passenger	San Jose Local Freight	Tracy Local Freight	San Jose Local Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
SAN FRANCISCO 3.5	70.8	7.10AM	8.10AM	9.30AM	10.10AM	2.30PM	5.50PM	6.10PM	7.10PM	10.05PM	8.50AM	5.30PM	10.05PM			
OAKLAND PIER	67.3	6.52	7.52	9.12	9.52	2.12	5.32	5.52	6.52	9.47	8.32	5.12	9.47			
TO-R OAKLAND PIER 1.4	67.3	s 6.42AM	s 7.42AM	s 9.02AM	s 9.46AM	s 2.05PM	s 5.20PM	s 5.45PM	s 6.40PM	s 9.40PM	s 8.25AM	s 4.55PM	s 9.44PM			
Cedar St. Crossing TO-R WEST OAKLAND 1.0	65.9													9.10PM	12.20PM	3.35PM
Western Pacific Crossing 0.8	64.9															
OAKLAND (First St.) 0.1	64.1	s 6.33	s 7.34	s 8.52	s 9.38	s 1.57	s 5.10	s 5.37	s 6.30	s 9.28	s 8.15	s 4.48	s 9.34			
Webster Street Crossing 1.5	64.0															
EAST OAKLAND 1.4	62.5	f									f	f				
FRUITVALE 0.6	61.1	s 6.25	s 7.25	f 8.42	9.28	s 1.49	s 5.01	s 5.28	s 6.20	9.18	s 8.05	s 4.38	s 9.24			
Cala. Ry. Crossing 3.1	60.5															
TO-R ELMHURST 1.4	57.4	s 6.17	s 7.17	8.37AM	9.23	1.42	4.54PM	f 5.21	6.12	9.12	7.55AM	4.30PM	9.15PM	8.30	11.40AM	3.00PM
TO SAN LEANDRO 0.7	56.0	s 6.13	s 7.12		9.21	1.40		s 5.19	6.09	9.10				8.20	11.25	
SOUTH SAN LEANDRO 1.0	55.3	f	f					f								
ESTUDILLO 1.0	54.3	f	f					f								
TO LORENZO 2.6	53.8	s 6.06	s 7.04		9.15	1.35		s 5.09	6.04	9.06				8.00	11.10	
TO HAYWARD 3.9	50.7	s 5.59	s 6.56		9.11	s 1.30		s 5.03	5.59	9.02				7.45	11.00	
HALVERN 2.5	46.8	f 5.52	f 6.47		9.06	1.24		f 4.52	5.54	8.57				7.15	10.30	
TO DECOTO 1.1	44.3	f 5.47	s 6.42		9.03	1.20		s 4.48	5.50	8.54				7.01 6.43	10.20	
PABRICO 1.6	43.2		f					f								
TO-R NILES 2.5	41.6	5.42AM	6.37AM		s 8.59	s 1.15		4.42PM	s 5.45	f 8.50				6.30PM	10.05 9.45	
FARWELL 1.9	39.1				8.54	1.06			f 5.38	8.45					9.35	
BRIGHTSIDE 2.0	37.2															
TO SUNOL 2.8	35.2				f 8.46	s 12.59			s 5.31	8.38					9.02	
VERONA 2.5	32.4															
TO PLEASANTON 1.1	29.9				s 8.38	s 12.49			s 5.23	8.30					8.38	
RADUM 0.4	28.8															
REMILLARD 0.6	28.4															
ELIOT 3.9	27.8				8.34	12.43			f 5.17	8.26					8.15	
TO LIVERMORE 1.5	23.9				s 8.28	s 12.38			s 5.11	f 8.21					8.00	
TREVARNO 2.1	22.4								f							
ULMAR 4.5	20.3				8.21	12.31			f 5.05						6.35	
TO ALTAMONT 4.5	15.8				8.14	12.24			s 4.58	8.10					6.20	
CAYLEY 3.6	11.3				8.04	12.14			4.49	8.00					6.00	
MIDWAY 5.6	7.7				7.58	12.07PM			f 4.43	7.50					5.40	
MEDAL 2.1	2.1															
TO-R TRACY	0.0				7.48AM	11.55AM			4.33PM	7.40PM					5.15AM	
(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District		(1.00)	(1.05)	(0.25)	(1.58)	(2.10)	(0.26)	1.03)	(2.07)	(2.00)	(0.30)	(0.25)	(0.29)	(2.40)	(7.05)	(0.35)
Average speed per hour		25.70	24.49	23.76	34.20	31.06	22.83	24.41	31.79	33.65	19.80	23.76	21.11	9.11	11.13	14.57

On single track westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
37	Any Station west of Niles	Sunol
51	Fruitvale	Any Station

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
89-91-95	Tennyson	Any Station
89-91-95	Harder	Any Station
89-91	Cherry	Any Station

EASTWARD / WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 186 January 13, 1924	Distance from San Jose	FIRST CLASS			SECOND CLASS	THIRD CLASS
	280	96	92	188	90					91	187	95	245	279
	San Jose Local Freight	San Francisco San Jose Passenger	San Francisco San Jose Passenger	Niles San Jose Passenger	San Francisco San Jose Passenger					San Jose San Francisco Passenger	San Jose Niles Passenger	San Jose San Francisco Passenger	Fresno Freight	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard WYP	12.40PM	6.57PM	1.20PM	9.55AM	8.00AM	29.2	Block Signals	TO-R NILES	17.5	s 6.37AM	s 9.45AM	s 4.38PM	8.00PM	4.10PM
								0.5						
IY						29.7		W. P. Crossing	17.0					
								0.9						
		f	f	f	f	30.6		OVERACKER	16.1	f	f	f		
								2.2						
37 P	1.00	s 7.02	s 1.27	s 10.03	s 8.07	32.8		IRVINGTON	13.9	s 6.29	f 9.37	s 4.29	7.45	4.00
								3.5						
44 P	1.33	f 7.08	f 1.33	f 10.10	f 8.13	36.3		WARM SPRINGS	10.4	f 6.23	f 9.31	f 4.21	7.35	3.30
								4.4						
42 P	1.55	s 7.15	s 1.41	s 10.20	s 8.21	40.7		TO MILPITAS	6.0	f 6.16	f 9.25	s 4.15	7.15	3.20
								2.6						
38 P	2.10	f 7.19	f 1.46	f 10.25	f 8.26	43.3		WAYNE	3.4	f 6.10	9.20	f 4.10	7.00	3.10
								2.6						
Interchange						45.9		RURIC	0.8					
								0.8						
Term. Yard BKWFIT P	2.30PM	s 7.30PM	s 1.55PM	s 10.32AM	s 8.35AM	46.7		TO-R SAN JOSE	0.0	6.05AM	9.15AM	4.05PM	6.45PM	3.00PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.50)	(0.33)	(0.35)	(0.37)	(0.35)			Time over District		(0.32)	(0.30)	(0.33)	(1.15)	(1.10)
	9.54	31.81	30.00	28.39	30.00			Average speed per hour		32.81	35.00	31.81	14.00	15.00

EASTWARD / WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 186 January 13, 1924		Distance from Niles
	242	254	504					
	Fresno Merchandise Freight	Ogden and Portland Manifest Freight	San Jose San Francisco Passenger					
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			STATIONS		
	7.00PM	10.00PM		5.2		BAY SHORE		37.8
						21.0		
YP	8.00PM	12.15AM		26.2		TO-R REDWOOD JCT.	Double Track	16.8
						0.2		
137 W				26.4		BESTOS (End of Double Track)		16.6
						1.6		
				28.0		SWEENY		15.0
						1.5		
58 P	8.10	12.25		29.5		HENDERSON		13.5
						1.4		
P				30.9		RAVENSWOOD		12.1
						3.0		
56 P	8.20	12.35	(See Note)	33.9		DUMBARTON		9.1
						3.3		
Yard 108 WYP	8.30	1.00	5.20AM	37.2	Block Signals	TO-R NEWARK		5.8
						1.8		
				39.0		MATTOS		4.0
						1.1		
56 P	8.40	1.10	s 5.25	40.1		CENTERVILLE		2.9
						2.4		
IY				42.4		W. P. Crossing		0.5
						0.5		
Yard WYP	8.50PM	1.25AM	s 5.35AM	43.0		TO-R NILES		0.0
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(17.5)		
	(0.50)	(1.10)	(0.15)			Time over District		
	20.16	14.40	23.20			Average speed per hour		

EASTWARD / WESTWARD

FIRST CLASS		Distance from San Francisco	Time Table No. 186 January 13, 1924		Distance from Stonehurst	SECOND CLASS	
904	902					901	903
Stonehurst Local	Stonehurst Local					Stonehurst Local	Stonehurst Local
Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily
3.20PM	6.40AM	0.0	SAN FRANCISCO	Oakland Ferry	14.3	8.50AM	5.30PM
			3.5				
3.38	6.58	3.5	OAKLAND PIER		10.8	8.32	5.12
4.15PM	7.35AM	13.4	TO ELMHURST		0.9	s 7.55AM	s 4.30PM
			0.9 Western Pac Crossing.				
s 4.20PM	s 7.40AM	14.8	STONEHURST		0.0	7.50AM	4.25PM
Arrive Daily	Arrive Daily					Leave Daily	Leave Daily

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the end of double track at Redwood Jct.

The schedule of No. 504 originates at the passenger station at Newark.

Capacity of Sidings in car lengths.	EASTWARD THIRD CLASS	FIRST CLASS		Distance from San Francisco	Time Table No. 186 January 13, 1924.	Distance from San Jose	WESTWARD FIRST CLASS			SECOND CLASS	FOURTH CLASS
	802	74	502				503	73	501	557	801
	San Jose Local Freight	The Padre	San Francisco Santa Cruz Passenger				San Jose San Francisco Passenger	The Padre	Santa Cruz San Francisco Passenger	Santa Cruz San Francisco Passenger	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
55 P	9.40AM	8.30PM	9.17AM	13.4	TO-R ELMHURST	34.0		8.37AM	f 4.54PM	s 9.15PM	3.00PM
					2.1						
14	9.45		f 9.22	15.5	MULFORD	31.9			f 4.49	f 9.10	2.45
					2.3						
18 P	9.50		f 9.26	17.8	ROBERT	29.6			f 4.44	f 9.06	
					2.4						
77 WP	10.00		f 9.31	20.2	RUSSELL	27.2			f 4.39	f 9.01	2.30
					1.3						
26 P	10.15		s 9.34	21.5	MOUNT EDEN	25.9			s 4.36	s 8.57	2.00
					1.5						
9 Spur			f	23.0	BAUMBERG	24.4			f	f	
					2.3						
68 P	10.40	8.48	s 9.42	25.3	TO ALVARADO	22.1		8.19	s 4.31	s 8.48	1.30
					0.9						
			f	26.2	HALL	21.2			f		
					2.2						
13	10.55		f 9.47	28.4	ARDEN	19.0			f 4.26	f 8.37	1.00
					0.6						
				29.0	HILLARD	18.4	(See Note)				
					1.6						
Yard WYP	11.10	8.56	s 9.55	30.6	Block Signals TO-R NEWARK	16.8	s 5.20AM	8.12	s 4.22	s 8.33	12.40PM
					2.2						
9			f	32.8	MOWRY	14.6	f		f		
					1.3						
88 P	11.45AM	9.02	f 10.03	34.1	ALBRAE	13.3	f 5.10		f 4.13	f 8.27	11.45AM
					1.4						
			f	35.5	MALLARD	11.9			f	f	
					1.0						
6 P			f	36.5	DRAWBRIDGE	10.9	f		f	f	
					2.6						
18 P	12.01PM		s 10.13	39.1	ALVISO	8.3	f 5.03		s 4.04	s 8.19	11.30
					2.6						
59 P	12.20	9.14	s 10.18	41.7	TO AGNEW	5.7	s 4.58	7.55	s 3.57	s 8.15	11.15
					3.1						
Yard P	12.35	9.19	s 10.23 10.30	44.8	SANTA CLARA	2.6	f 4.51	7.51	s 3.50	s 8.10 8.06	11.05
					1.4						
I P	12.40PM	9.22PM	f 10.35AM	46.2	Block Signals R COLLEGE PARK	1.2	4.48AM	7.48AM	3.45PM	8.03PM	10.55AM
Trains between College Park, San Jose and West San Jose governed by Coast Division Time Table.											
Term Yard BKWFIT P	12.45PM	9.25PM		47.4	TO-R SAN JOSE	0.0	4.45AM	7.45AM		8.00PM	10.50AM
			10.40AM		WEST SAN JOSE				3.40PM		
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(3.00)	(0.52)	(1.18)		Time over District		(0.32)	(0.49)	(1.09)	(1.12)	(4.05)
	10.90	37.85	25.20		Average speed per hour		29.25	40.11	28.23	27.30	8.03

On single track westward trains are superior to trains of the same class in the opposite direction.

The schedule of No. 503 terminates at the passenger station at Newark.

EASTWARD

Time Table No. 186
January 13, 1924

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		STATIONS	
	262 Calistoga Local Freight	64 San Francisco Napa Passenger	70 San Francisco Santa Rosa Passenger	170 Vallejo Suisun Fairfield Mixed	62 San Francisco Calistoga Passenger	68 San Francisco Santa Rosa Passenger	166 Vallejo Suisun Fairfield Passenger				
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily				
Yard BKWFT		5.25PM	5.15PM	3.25PM	9.45AM	9.35AM	7.40AM	30.0	TO-R	SOUTH VALLEJO	1.1
		s 5.28	s 5.18	s 3.30	s 9.50	s 9.40	s 7.43	31.1		NORTH VALLEJO	0.7
		f	f	f	f	f	f	31.8		LOUISIANA ST.	0.5
		f	f	f	f	f	f	32.3		ORPHANS HOME	2.1
24		f 5.36	f 5.26	f 3.36	f 9.55	f 9.45	f 7.49	34.4		FLOSDEN	2.5
								36.9		STANDARD	0.4
Yard WY P	7.10AM	s 5.45	s 5.35PM	s 3.45PM	s 10.05	s 9.55AM	s 7.57AM	37.3	TO-R	NAPA JUNCTION	0.7
								38.0		Napa Valley Ry. Crossing	0.9
		f			f			38.9		MIDDLETON	2.1
		f 5.54			f 10.12			41.0		RATTO	0.7
		f			f			41.7		SUSCOL	2.5
		f			f			44.2		IMOLA	1.2
								45.4		Napa Valley Ry. Crossing	0.1
Yard 30 BKW	7.40	s 6.05PM			s 10.24			45.5	TO-R	NAPA	2.3
6	8.15				f 10.29			47.8		UNION	2.4
12					f 10.35			50.2		OAK KNOLL	1.5
9					f			51.7		TRUBODY	2.3
22 W	8.35				s 10.45			54.0	TO	YOUNTVILLE	3.5
27	9.10				s 10.52			57.5	TO	OAKVILLE	1.9
19	9.25				s 10.57			59.4	TO	RUTHERFORD	1.8
20	9.35				f 11.02			61.2		ZINFANDEL	0.9
								62.1		THOMAN	0.3
22					f			62.4		CRANE	1.2
32	9.45				s 11.07			63.6		ST. HELENA	0.9
11					f			64.5		KRUG	0.8
13					f 11.12			65.3		BARRO	2.2
7 W					f			67.5		BALE	0.8
16					f 11.20			68.3		LARKMEAD	0.7
10 W					f			69.0		MAPLE	2.7
10 WT	10.30AM				s 11.33AM			71.7	TO-R	CALISTOGA	
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily			(41.7)	
	(3.20)	(0.40)	(0.20)	(0.20)	(1.48)	(0.20)	(0.17)			....................Time over District	
	10.40	23.25	21.90	21.90	23.16	21.90	22.82			....................Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

Steamer

Time Table No. 186
January 13, 1924

	FROM 132 and 209	FROM 49-23 and 130	FROM 49 and 23	FROM 44	FROM 29 and 22	FROM 109	FROM 127	FROM 81 and 42	FROM 124 and 28	Distance from San Francisco	STATIONS
	SUNDAY ONLY	Daily EX. SUNDAY	SUNDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily EX. SUNDAY		
	9.00PM	6.35PM	6.10PM	4.58PM	2.30PM	12.45PM	11.15AM	9.20AM	7.18AM	28.0	VALLEJO JCT.
WF				5.13				9.35	7.34	30.0	SOUTH VALLEJO
	9.25PM	7.00PM	6.35PM	5.30PM	3.00PM	1.10PM	11.40AM	10.00AM	7.55AM	31.6	NORTH VALLEJO WHF.

WESTWARD

Time Table No. 186 January 13, 1924.	Distance from Calistoga	FIRST CLASS				SECOND CLASS		FOURTH CLASS
		61	**69**	**67**	**63**	**169**	**173**	**263**
		Napa San Francisco Passenger	Santa Rosa San Francisco Passenger	Santa Rosa San Fran. Passenger	Calistoga San Francisco Passenger	Suisun- Fairfield Vallejo Mixed	Suisun- Fairfield Vallejo Passenger	Calistoga Local Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
TO-R SOUTH VALLEJO	41.7	s 8.12AM	s 8.22AM	s 4.00PM	s 4.10PM	s 10.20AM	s 6.00PM	
1.1								
NORTH VALLEJO	40.6	s 8.08	s 8.18	s 3.56	s 4.06	s 10.16	s 5.56	
0.7								
LOUISIANA ST.	39.9	f	f	f	f	f	s	
0.5								
ORPHANS HOME	39.4	f	f	f	f	f	f	
2.1								
FLOSDEN	37.3	f 8.02	f 8.12	3.50	f 4.00	f 10.10	f 5.50	
2.5								
STANDARD	34.8							
0.4								
TO-R NAPA JUNCTION	34.4	s 7.57	8.07AM	3.45PM	s 3.55 3.50	10.05AM	5.45PM	10.55AM
0.7								
Napa Valley Ry. Crossing	33.7							
0.9								
MIDDLETON	32.8	f			f			
2.1								
RATTO	30.7	f 7.47			f 3.40			
0.7								
SUSCOL	30.0	f			f			
2.5								
IMOLA	27.5	f			f			
1.2								
Napa Valley Ry. Crossing	26.3							
0.1								
TO-R NAPA	26.2	7.40AM			s 3.32			10.24
2.3								
UNION	23.9				f 3.22			9.55
2.4								
OAK KNOLL	21.5				f 3.15			
1.5								
TRUBODY	20.0				f			
2.3								
TO YOUNTVILLE	17.7				s 3.08			9.40
3.5								
TO OAKVILLE	14.2				s 3.01			9.10
1.9								
TO RUTHERFORD	12.3				s 2.57			9.00
1.8								
ZINFANDEL	10.5				f 2.52			8.40
0.9								
THOMAN	9.6							
0.3								
CRANE	9.3				f			
1.2								
ST. HELENA	8.1				s 2.47			8.30
0.9								
KRUG	7.2				f			
0.8								
BARRO	6.4				f 2.43			
2.2								
BALE	4.2				f			
0.8								
LARKMEAD	3.4				f 2.37			
0.7								
MAPLE	2.7				f			
2.7								
TO-R CALISTOGA	0.0				2.30PM			8.00AM
(41.7)		Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District		(0.32)	(0.15)	(0.15)	(1.40)	(0.15)	(0.15)	(2.55)
Average speed per hour		29.06	29.20	29.20	26.33	29.20	29.20	11.79

Cross-over switch at west end of Union siding must be lined up for Union line and siding must be kept clear between these switches.

Westward trains are superior to trains of the same class in the opposite direction.

WESTWARD

Steamer Time Table No. 186 January 13, 1924.	Distance from No. Vallejo Wharf	Light	TO 81 and 42	TO 127	TO 109	TO 29 and 22	TO 43	TO 23	Light	TO 132 and 209	Light
STATIONS		Daily EX. SUNDAY	Daily	Daily	Daily	Daily	Daily	Daily	Daily EX. SUNDAY	SUNDAY ONLY	SUNDAY ONLY
VALLEJO JCT.	3.6	7.05AM	8.42AM	11.10AM	12.40PM	2.15PM	4.35PM	6.00PM		8 45PM	
SOUTH VALLEJO	1.6	6.50AM	8.24				4.15		7.15PM		9.45PM
NORTH VALLEJO WHF.	0.0		8.05AM	10.45AM	12.10PM	1.45PM	4.00PM	5.35PM	7.05PM	8.15PM	9.30PM

EASTWARD											WESTWARD						
Capacity of Sidings in Car Lengths	THIRD CLASS			FIRST CLASS				Distance from San Francisco via Vallejo	Time Table No. 186 January 13, 1924	Distance from Santa Rosa	FIRST CLASS				FOURTH CLASS		
	290	292	262	172	168	70	68				69	67	167	171	263	293	291
	Schellville Freight	Santa Rosa Local Freight	Calistoga Freight	Suisun Fairfield Vallejo Passenger	Suisun Fairfield Vallejo Passenger	San Francisco Santa Rosa Passenger	San Francisco Santa Rosa Passenger				Santa Rosa San Francisco Passenger	Santa Rosa San Francisco Passenger	Vallejo Suisun Fairfield Passenger	Vallejo Suisun Fairfield Passenger	Calistoga Freight	Santa Rosa Local Freight	Schellville Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY		STATIONS		Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Yard BKWFYP	9.30AM	7.00AM	6.20AM	5.00PM	9.20AM			50.5	TO-R SUISUN-FAIRFIELD 2.[illegible]	49.9			s 8.40AM	s 4.30PM	12.45PM	2.30PM	2.00PM
					f			47.9	SUBEET 1.7	47.3			f				
33	9.40	7.08	6.28	f	f			46.2	THOMASSON 1.4	45.6			f	f	12.25	2.10	1.40
27W	9.45	7.12	6.32	s 5.12	s 9.32			44.8	TO CORDELIA 3.8	44.2			s 8.27	s 4.20	12.15	2.00	1.25
60	10.00	7.25	6.45	f 5.20	f 9.40			41.0	CRESTON 3.7	40.4			f 8.17	f 4.07	12.05PM	1.45	1.10
Yard 70WYP	10.50	**8.05**	7.00AM	s 5.30PM	s 9.50AM	5.37PM	9.57AM	37.3	TO-R NAPA JUNCTION 0.3	36.7	s **8.05AM**	s 3.45PM	**8.10AM**	4.00PM	11.45AM	**1.30** **12.40**	**12.55**
								37.6	**Napa Valley Ry. Crossing** 1.5	36.4							
								39.1	SQUAB 1.6	34.9							
						f	f	40.7	BRAZOS 1.5	33.3	f	f					
	11.05	8.20				f 5.47	f 10.07	42.2	Block Signals BUCHLI 2.2	31.8	f 7.54	f 3.34				12.10PM	12.40
						f	f	44.4	MERAZO 1.3	29.6	f	f					
	11.15	8.30				f 5.53	f 10.13	45.7	RAMAL 0.7	28.3	f 7.48	f 3.28				11.55AM	12.30
								46.4	DONOVAN 0.9	27.6							
								47.3	TULE VISTA 0.2	26.7							
						f	f	47.5	WECHICKA 1.3	26.5	f	f					
								48.8	**N. W. Pac. Ry. Crossing** 0.4	25.2							
19 Interchange	**11.40AM**	8.40				s 6.00	s 10.20	49.2	R SCHELLVILLE 3.1	24.8	s 7.40	s 3.20				**11.40**	12.05PM
						f	f	52.3	SNYDER 1.4	21.7	f	f					
20 W		9.00				s 6.08	s 10.27	53.7	TO EL VERANO 0.7	20.3	s 7.32	s 3.12				10.45	
						f	f	54.4	BOYES SPRINGS 1.0	19.6	f	f					
						f	f	55.4	AGUA CALIENTE 0.9	18.6	f	f					
						f	f	56.3	SOBRE VISTA 0.3	17.7	f	f					
								56.6	**N. W. Pac. Ry. Crossing** 0.2	17.4							
11						f 6.17	f 10.36	56.8	YULUPA 0.7	17.2	f 7.22	f 3.02					
2						s 6.19	s 10.38	57.5	ELDRIDGE 1.5	16.5	s 7.20	s 3.00					
						s 6.22	s 10.41	59.0	GLEN ELLEN 0.6	15.0	s 7.17	s 2.57					
						f	f	59.6	WARFIELD 1.4	14.4	f	f					
2						f 6.26	f 10.45	61.0	BELTANE 0.7	13.0	f 7.13	f 2.53					
						f	f	61.7	FELICE 0.9	12.3	f	f					
						f	f	62.6	WILDWOOD 0.8	11.4	f	f					
21		**9.45**				s 6.32	s 10.50	63.4	TO KENWOOD 1.4	10.6	s 7.07	s 2.47				**9.45**	
						f	f	64.8	LAWNDALE 0.7	9.2	f	f					
2						f	f	65.5	LOS GUILICOS 1.3	8.5	f	f					
20						f 6.40	f 10.57	66.8	ANNADEL 1.6	7.2	f 7.00	f 2.40					
								68.4	OLESON 0.9	5.6							
15						f	f	69.3	MELITTA 1.9	4.7	f	f					
12 Spur						f	f	71.2	BAKU 2.8	2.8	f	f					
22 WTY Interchange		10.20AM				s 7.00PM	s 11.15AM	74.0	TO-R SANTA ROSA	0.0	6.45AM	2.25PM				8.30AM	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY		49.9		Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(2.10)	(3.20)	(0.40)	(0.30)	(0.30)	(1.23)	(1.18)		Time over District		(1.20)	(1.20)	(0.30)	(0.30)	(1.00)	(6.00)	(1.55)
	11.51	14.91	19.80	26.42	26.42	26.53	28.23		Average speed per hour		27.52	27.52	26.42	26.42	13.20	8.30	13.01

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
67-68 69-70	Hillview	Any Station

EASTWARD

WESTWARD

FIRST CLASS

SECOND CLASS

Time Table No. 186

January 13, 1924

Capacity of sidings in car lengths	146 San Ramon Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		STATIONS	Distance from Radum	145 San Ramon Mixed Arrive Daily EX. SUNDAY
45 Y	10.05AM	38.1	TO-R	AVON	29 7	s 4.45PM
				1.5		
		39.6		HAPRESS	28.2	f
				1.4		
		41.0		GALINDO	26.8	
				1.5		
80 W	s10.15	42.5	TO	CONCORD	25.3	s 4.15
				0.7		
	f	43.2		NACIO	24.6	
				1.9		
	s10.20	45.1		HOOKSTON	22.7	f 3.20
				0.7		
Interchange Track	f10.25	45.8		LAS JUNTAS S. F. and S. Crossing	22.0	f 3.10
				1.5		
		47.3		OXLEY	20.5	
				0.9		
24	s10.35	48.2	TO	WALNUT CREEK	19.6	s 3.00
				2.4		
	f	50.6		WIDBERO	17.2	
				2.0		
18	f10.50	52.6		ALAMO	15.2	f 2.40
				2.2		
57	s11.00	54.8	TO	DANVILLE	13.0	s 2.30PM
				1.6		
	f	56.4		OSAGE	11.4	
				1.3		
29 T	s11.10AM	57.7	R	SAN RAMON	10.1	s11.30AM
				3.6		
		61.3		FOREST HOME	6.5	
				2.3		
71		63.6		DOUGHERTY	4.2	
				2.8		
31		66.4		ASCO	1.4	
				1.4 Western Pac. Crossing		
I Y P		67.8		RADUM	0.0	
	Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY
	(1.05)			Time over District		(5.15)
	18.09			Average speed per hour		3.73

EASTWARD — WESTWARD

Time Table No. 186

January 13, 1924

Capacity of sidings in car lengths.				Distance from San Francisco	STATIONS	Distance from Union			
				42.2	BUCHLI	8.6			
					1.6				
				43.8	CARNEROS	7.0			
					1.6				
18				45.4	STANLEY	5.4			
					3.4				
24 WT				48.8	WEST NAPA	2.0			
					1.3				
				50.1	Napa Valley Ry. Crossing	0.7			
					0.7				
6				50.8	UNION	0.0			
					(8.6)				
					Time over District				
					Average speed per hour				

Cross-over switch at west end of Union siding must be lined up for Union Branch and siding kept clear between these switches.

EASTWARD — WESTWARD

Time Table No. 186

January 13, 1924

Capacity of sidings in car lengths.	FIRST CLASS			Distance from San Francisco	STATIONS	Distance from Wingo	SECOND CLASS		
			404 Wingo Passenger Leave MONDAY ONLY				403 Wingo Passenger Arrive MONDAY ONLY		
			8.48AM	45.7	RAMAL	2.0	s 9.13AM		
					2.0				
(Siding on N.W.P.Ry.)			s 9.00AM	47.7	WINGO	0.0	9.01AM		
			Arrive MONDAY ONLY		(2.0)		Leave MONDAY ONLY		
			(0.12)		Time over District		(0.12)		
			10.00		Average speed per hour		10.00		

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

EASTWARD — WESTWARD

Time Table No. 186

January 13, 1924

Capacity of sidings in car lengths.	FIRST CLASS			Distance from San Francisco	STATIONS	Distance from Rumsey	SECOND CLASS			
		108 Elmira Rumsey Mixed Leave Daily	106 Elmira Winters Mixed Leave Daily				105 Winters Elmira Mixed Arrive Daily	107 Rumsey Elmira Mixed Arrive Daily		
BK WFY 101		9.15AM	6.00AM	59.4	TO-R ELMIRA	51.1	s 8.45AM	s 4.10PM		
					4.3					
13		s 9.30	s 6.25	63.7	Block Signals TO VACAVILLE	46.8	s 8.35	s 4.00		
					1.9					
		f 9.35	f	65.6	VIOLET	44.9	f	f 3.33		
					2.9					
24		f 9.41	f	68.5	HARTLEY	42.0	f	f 3.28		
					1.8					
		f 9.46	f	70.3	ALLENDALE	40.2	f	f 3.23		
					3.7					
20		f 9.54	f 6.45	74.0	WOLFSKILL	36.5	f 8.15	f 3.15		
					2.0					
WT 23		s 10.00	s 6.50AM	76.0	TO-R WINTERS	34.5	8.10AM	s 3.10		
					4.3					
16		f 10.10		80.3	NORTON	30.2		f 2.11		
					3.3					
18		f		83.6	CITRONA	26.9		f 2.03		
					3.2					
20		s 10.30		86.8	MADISON	23.7		s 1.55		
					3.1					
W 41		s 10.40		89.9	TO ESPARTO	20.6		s 1.47		
					2.0					
20		s 10.50		91.9	CAPAY	18.6		s 1.37		
					4.7					
20		f		96.6	CADANASSA	13.9		f		
					2.3					
		s		98.9	ECKHARD	11.6		s		
					1.8					
20		s 11.20		100.7	TANCRED	9.8		s 1.17		
					2.6					
20		f 11.30		103.3	BERWICK	7.2		f 1.10		
					1.0					
3		f		104.3	AMARANTH	6.2		f		
					1.3					
21		s 11.50AM		105.6	TO GUINDA	4.9		s 1.05		
					0.6					
5		f		106.2	SAUTERNE	4.3		f		
					1.7					
20		f		107.9	CASHMERE	2.6		f		
					2.6					
WT 19		s 12.25PM		110.5	R RUMSEY	0.0		12.50PM		
		Arrive Daily	Arrive Daily		(51.1)		Leave Daily	Leave Daily		
		(3.10)	(0.50)		Time over District		(0.35)	(3.20)		
		16.10	19.92		Average speed per hour		28.45	15.30		

ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon (m. p. 67½) on signal.

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS ☞ "SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

San Francisco..............S. A. Pope, Supervisor of Time Service, 65 Market Street
Oakland....................H. Bullard, 1788 Seventh Street and 408 Fifteenth Street
Alameda....................A. O. Gott
Berkeley...................W. R. Burke
Richmond...................O. A. Poulsen
Benicia....................F. J. Stumm
Vallejo....................G. E. Bangle
Napa.......................E. A. Oppliger
Santa Rosa.................John Hood Co.
Winters....................C. E. Wyatt
Sacramento....H. T. Harger, 1008 K St.
Roseville..................H. T. Harger
Martinez...................F. L. Roseborough
Tracy......................R. Von Dack & Son
Livermore..................C. Harlie Power
San Jose...................R. Kocher & Son
San Jose...................Cheney & Pruett

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 AND 73. Trains between Oakland Pier and Elmhurst will move irrespective of superiority, when moving with the current of traffic. Freight trains must avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have five minutes or more to clear a first class train moving in the same direction.

RULE 83 (A)
At the following stations, only trains originating and terminating will register:

Davis
Martinez
Avon
Bay Point
Schellville
Winters

At College Park, only No.'s 501 and 502 will register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst....................westward trains and No. 74.
Niles.......................No. 51

RULE 83 (C)
Extra trains will register at Niles, Newark, Port Costa, Benicia, Napa Junction.

RULE 83 (D). Trains must obtain a clearance card before leaving:

Port Costa..................(except eastward trains via Benicia)
Benicia.....................eastward trains
Niles } Newark }............all trains.
Napa Junction...............when such station is an open train-order office.
Schellville........No. 291....when such station is an open train-order office.

RULE 93. Oakland Yard: Between Oakland Pier and yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; and East Bay Electric lines.

Yard limits are defined by yard limit signs at the following stations:

PORT COSTA
DAVIS
NAPA
BENICIA
SOUTH VALLEJO
NILES
SUISUN-FAIRFIELD
NAPA JUNCTION
NEWARK

RULE D 97 (A). On double track trains may run extra, moving with the current of traffic without running orders between Oakland Pier and Sacramento; Oakland Pier and Elmhurst.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

Elmhurst (end of double track)—For Eastward track.

Whistle signals:—One long and one short for College Park line.
One long, one short and one long for Tracy line.
One short and two long for Stonehurst line.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED:

Sacramento Northern Railway, at Suisun-Fairfield trains will approach crossing prepared to stop and be governed by signals from crossing flagman.

Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Line, **STOP.**

Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga Line, **STOP.**

N. W. Pac. Railway, 2200 feet west of Schellville, **STOP.**

N. W. Pac. Railway, 1000 feet west of Yulupa, **STOP.**

Napa Valley Railway, 3200 feet west of Union, on Buchli-Union Line, **STOP.**

Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, **STOP.**

San Francisco & Sacramento Railway, 4000 feet east of Hookston on Avon-Radum Line, **STOP.**

Western Pacific Railway, between Elmhurst and Stonehurst, **STOP.**

DRAWBRIDGES INTERLOCKED WITH OR GOVERNED BY SEMAPHORE SIGNALS:

Sacramento..................Sacramento River.
Cygnus......................Cordelia Slough.
Avon........................Pacheco Slough.
Dumbarton...................San Francisco Bay.
West of Newark..............Newark Slough.
Between Albrae and Alviso { Warm Springs Creek. / Coyote Creek.
Brazos......................Napa River.

DRAWBRIDGES NOT INTERLOCKED:

700 feet east of Napa.—Napa River, **STOP.**
1000 feet west of Wingo Junction switch.—Steamboat Slough, **STOP.**

RULE D-152. Within block signal limits, after switches of a cross-over are thrown, wait five minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULE 221. That portion of Rule 221 reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps are located at:

Avon..............................Westward trains.
Ramal (2000 feet east)............Westward trains.
Martinez..........................Eastward trains.
Bay Point.........................Eastward trains.
Dumbarton.........................Eastward trains.

Overlap posts are painted white at the top and black at the base and are about six feet high.

Before entering block signal limits at Buchli, trains from Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

Before entering block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

RULE 873. DESCENDING LONG GRADES: This applies between Midway and Ulmar, Pleasanton and Niles, Cordelia and Napa Junction.

RULE 875. Running air brake test must be made:

One mile east of Benicia—Westward trains.
Oakland, 16th St.—Westward trains for Oakland Pier.
Also Equipment being handled between Oakland Pier and West Oakland.

RULE 876. Standing air brake test must be made at:

Oakland Pier.........Equipment for West Oakland
West Oakland.........Equipment for Oakland Pier.
Altamont.............All trains except passenger trains that do not stop.
Napa Junction........Trains via Cordelia.
Cordelia.............Westward trains that stop.
Creston..............All trains except passenger trains that do not stop.

AUTOMATIC BLOCK SYSTEM

Between Buchli and Ramal train must wait ten minutes before following flagman.

When stopped by a block signal which governs movement over a draw-bridge train must be preceded by flagman.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4; and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signalman before doing work on Cedar Street.

Whistle signal for movement to West Oakland yard: ——— o.

Enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 111 to signal bridge 112.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing; on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127.

PORT COSTA TOWER—End of double track—Port Costa

Limits extend from home signal 50 feet east of double track junction switch to dwarf signal 400 feet on westward track and to home signal 600 feet on eastward main track.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower; on Davis-Tehama line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Davis-Tehama line, ——— o.

MIKON TOWER—Crossing Sacramento-Northern Railway

Limits extend from home signal 500 feet west of crossing to home signal 500 feet east of crossing.

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.

No signalman at Radum Tower.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If necessary to make a train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal maintainer who resides on opposite side of track from the tower. He will operate signals and switches for such movements.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the plant.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from home signal 1000 feet west of Western Pacific crossing to home signal at Wye switches on Niles-San Jose and Dumbarton lines respectively.

Whistle signals:
For San Jose, ——— o.
For Centerville ——— o ———.
For Niles o ——— o.

SPECIAL INSTRUCTIONS.

MISCELLANEOUS.

SIDINGS

1. BAY POINT.—Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

2. NEWARK.—The siding of the College Park line is east of the station building. The siding of the Dumbarton line is west of the crossing of the College Park line.

3. SANTA CLARA.—The siding is the short track opposite the station building.

4. Western Division trains holding orders to display signals to College Park will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

5. Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street interlocking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains.

7. A yard engine must be protected before crossing Western Pacific on Stonehurst Line and at Third and Fallon Streets, San Francisco & Oakland Terminal, Ward Street on Shattuck Avenue Line and Parker Street on Ninth Street Line.

8. Trains on Track No. 1 between San Pablo and 16th Street Station, when calling in flagman from the east, will give six long sounds of the whistle.

9. Trains on Track No. 2, between 16th Street Station and Shellmound Tower, and on Track No. 4, between Shellmound Tower and Richmond, when calling in flagman from the west will give four long and one short sounds of the whistle.

10. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance must both yardmen ride on the same platform.

12. But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

14. Trains using the working track between Port Costa and Vallejo Junction, when calling in flagman from the east will give six long sounds of the whistle.

15. At Niles. Trains on the Milpitas Line when calling in flagman from the East will give six long sounds of the whistle.

16. At Newark, Santa Clara and College Park, trains on the Elmhurst-College Park Line when calling in flagman from the west, will give four long and one short sounds of the whistle; when calling in flagman from the east, will give six long sounds of the whistle.

17. At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.

18. At Davis, trains via Davis-Tehama Line, when calling in flagman from the east will give six long sounds of the whistle.

28. Trains must not pass the switchtender's cabin at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

30. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield Line and go around via the Calistoga Line.

32. The working track between Port Costa and Vallejo Junction may be used by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

40. Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until tower has been passed.

41. Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

45. Whistle signal 14 (*l*) must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

TRAINS USING BENICIA FERRY WILL BE GOVERNED BY FOLLOWING REGULATIONS:

50. When loading or unloading steamer at Port Costa or Benicia, engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply as soon as cars or engine commence moving on apron, and when unloading not to be exceeded until cars or engine are clear of apron.

52. Engines standing at end of apron awaiting transfer on steamer must have headlights concealed whenever reflection is directly over apron into slip.

55. While engines are standing on steamer, driving wheels must be blocked, and injector must not be opened. Engines must not be placed over the hatches to engine room.

PASSENGER TRAINS

Head brakeman must ride rear end of first cut onto steamer and set brakes.

Rear brakeman must ride head end of second cut onto steamer and set brakes.

Yardmen must ride head ends of third and fourth cuts, and set brakes.

60. When each cut has stopped on steamer, trainmen must open vestibule doors and traps and keep them in that position until steamer has landed. Passengers must be cautioned against leaning out of windows or vestibule doors and must be kept off platform while trains are moving on or off steamer. Vestibule tail gates must be kept in proper position.

Before trains are moved on or off steamer air test must be made as follows:

When yard engine couples to second, third or fourth cuts of a train to push on steamer, tail hose must be attached to leading car and a reduction of air must be made through tail hose—enginemen to observe reduction of air before releasing brakes. Rear end test not necessary for head portion of train handled on and off steamer by road engine. In moving off the steamer rear end test must be made on portions of train pulled off by yard engine. Not necessary to make rear end test on portions of train pushed off by yard engine.

65. Trains to and from ferry steamer will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

FREIGHT TRAINS

70. Before pushing a cut of cars onto steamer each car must be connected with the engine by air. Yardmen must assure themselves that air brakes are working through entire cut of cars before pushing cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

72. Yard engine when pushing cut of cars onto steamer must stop the forward end of cut two car lengths from the further end of steamer, when yardman must apply pilot hose. They will then push as far as necessary, yardman to walk with cut of cars so he can apply the air should an emergency arise. A pilot hose will be placed on each end of the steamer for this purpose.

74. Brakemen must assist deck hands in setting hand brakes when loading steamer and will see that hand brakes are released when unloading. Yardmen are not required to set hand brakes, except in emergency.

MAIN TRACKS

80. Main tracks between Oakland Pier and Bay Street (Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and Richmond numbering from the Bay, are designated as 1, 2, 3, and 4, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Track No. 4 is the fourth track from the Bay, and extends from Shellmound Tower to Richmond, and may be used by eastward freight trains not exceeding 20 miles per hour.

Trains using track No. 1 between San Pablo and Shellmound or track No. 4 between Shellmound and Richmond display markers as per Rule D-19 the same as though running against the current of traffic.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

SPEED RESTRICTIONS.

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

Page	BETWEEN	Passenger	Freight	Running Backward
.....	Through interlocking limits, with caution....	....	....	....
.....	Through Cross-overs and turnouts............	10	10	10
2, 3, 4, 5	Oakland Pier and Krieger, except;............	50	35	20
2, 3, 4, 5	Oakland, within city limits, over, along or upon any of the public streets or highways	22	22	20
2, 3, 4, 5	Berkeley, University Ave..................	10	10	10
2, 3, 4, 5	Krieger and Port Costa....................	40	25	20
2, 3, 4, 5	No. 9 passing Richmond....................	12	....	....
2, 3, 4, 5	When shoving or backing passenger equipment	15	....	15
6, 7	Benicia and M. P. 35......................	45	25	20
6, 7	M. P. 35 and Sacramento, except;	50	35	20
6, 7	On curve ½ mile east of M. P. 35..........	40	35	20
6, 7	On westward track ¼ mile west of M. P. 35 to M. P. 34..................	35	25	20
6, 7	Cygnus drawbridge.........................	35	25	10
6, 7	Suisun-Fairfield and Davis Yards..........	30	20	10
6, 7	Washington, within city limits............	8	8	8
6, 7	Sacramento drawbridge.....................	6	6	6
6, 7	Sacramento, within city limits............	15	15	10
8, 9	Port Costa and Martinez...................	45	25	20
8, 9	Martinez, within city limits..............	20	20	20
8, 9	Martinez and Tracy, except;...............	50	35	20
8, 9	Avon drawbridge...........................	35	25	10
8, 9	Pittsburg, within city limits.............	25	25	20
10, 11	Oakland Pier and Niles, except;	50	35	20
10, 11	Oakland, within city limits, over, along or upon any of the public streets or highways...	22	22	20
10, 11	Oakland, 23rd Avenue......................	8	8	8
10, 11	Oakland, 29th Ave.........................	20	20	20
10, 11	Halvern to Alvarado.......................	10	10	10
10, 11	Niles and Sunol...........................	40	25	20
10, 11	Between curve warning signs at,			
10, 11	Mayborg curve M. P. 33....................	30	25	10
10, 11	Fusiers' curve, Mile Post 34..............	30	25	15
10, 11	Sunol and Mile Post 52, except............	50	30	20
	Between city limit signs, Pleasanton.....	15	15	15
10, 11	" " " " Livermore.....	10	10	10
10, 11	Mile Post 52 and Midway, except;..........	40	25	20
10, 11	Grecian Bend curve, ¼ mi. E. of Mile Post 52	30	25	15
10, 11	Midway and Tracy..........................	50	35	20
12	Niles and Redwood City, except;...........	50	35	20
12	Ravenswood Spur...........................	6	6	6
12	Dumbarton Salt Spur.......................	8	8	8
12	Dumbarton and Newark Slough drawbridges	15	15	10
12	Niles and San Jose........................	50	35	20
12	San Jose Yard.............................	12	12	12
13	Elmhurst and College Park, except;........	50	35	20
13	Newark Yard...............................	10	10	10
13	Alviso, within city limits................	15	15	15
13	Distillery Spur, Agnews...................		6	6
13	Warm Springs and Coyote drawbridges.....	15	15	10
14, 15	South Vallejo and Napa Jct................	50	30	20
14, 15	Napa Junction and Napa....................	40	25	20
14, 15	Napa, within city limits..................	8	8	8
14, 15	Napa and Calistoga, except;...............	40	25	20
14, 15	St. Helena, within city limits............	12	12	12
16	Napa Junction and Santa Rosa, except;......	40	25	20
16	Santa Rosa city limits....................	5	5	5
16	Eldridge and Warfield 10° curves..........	25	15	15
16	Annadel and Santa Rosa 10° curves.........	25	15	15
16	Napa River drawbridge.....................	15	15	10
17	Avon and San Ramon........................	30	18	15
17	San Ramon and Radum.......................	40	25	20
17	Napa Junction and Cordelia................	40	25	20
17	Cordelia and Suisun-Fairfield.............	50	25	20
18	Elmira and Violet.........................	40	35	20
18	Violet and Rumsey, except.................	30	25	20
18	Capay, within city limits.................	10	10	10
18	Buchli and Union..........................	30	20	15
18	Ramal and Wingo...........	10	10	10

Where speed of passenger trains is restricted to 50 miles per hour, speed of No. 9 is restricted to 60 miles per hour.

Relief Trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Approach crossing of Seventh Street, near Roundhouse, Oakland, carefully to make sure gates are down and vehicle traffic stopped.

	LIGHT ENGINES	
(Except as above.)	Running Forward	Running Backward
Engine 3600..............................	45	20
Pacific Type.............................	40	20
Mikado...................................	40	20
Eight Wheelers...........................	45	20
Ten Wheelers.............................	45	20
Mogal....................................	30	20
Atlantic Type............................	40	20
Consolidation............................	25	20
Yard Engines.............................	15	15

SPECIAL INSTRUCTIONS

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.
6	10	....	31	1	56
8	7	30	32	1	52
10	6	....	33	1	49
12	5	....	34	1	45
15	4	....	35	1	42
16	3	45	36	1	40
17	3	31	37	1	37
18	3	20	38	1	34
19	3	9	39	1	33
20	3	....	40	1	30
21	2	51	41	1	27
22	2	43	42	1	25
23	2	36	43	1	23
24	2	30	44	1	21
25	2	24	45	1	20
26	2	18	46	1	18
27	2	13	47	1	16
28	2	8	48	1	15
29	2	4	49	1	13
30	2	....	50	1	12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.

Engines with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Speed of 2-10-2 type engines when used in passenger service must not exceed forty miles per hour. Consolidation freight engines, also Mikado engines, must not exceed speed of forty-five miles per hour, when used in passenger service.

The above table is for the information of enginemen and must not be construed to authorize exceeding speed restrictions:

STRUCTURES LESS THAN STANDARD CLEARANCE.

Mile Post	EAST OF	DESCRIPTION	
		OAKLAND PIER—TRACY VIA PORT COSTA	
	Oakland Pier	Posts supporting shed Freight Slip	Side Side
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co.	Side
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205	Side
6.6	Emeryville	Structures on Judson siding	Side
6.6	Emeryville	Umbrella Sheds	Side
6.6	Emeryville	Machine shops Judson Iron Works	Overhead and Side
7.0	Shell Mound	Water tank on spur	Overhead and Side
7.5	Stock Yards	Corral platform	Side
7.5	Stock Yards	Fertilizer spur	Side
13.1	Stege	Hotel back of station building	Side
13.1	Stege	Buildings end of track No. 2	Side
14.5	Richmond	A. T. & S. F. Crossing	Overhead and Side
14.5	Richmond	Stone spur Bunkers	Overhead and Side
15.0	Richmond Transfer	Warehouse—Western Pipe & Steel Co.	Overhead and Side
16.5	San Pablo	A. T. & S. F. Crossing	Overhead and Side
16.6	San Pablo	Eastward & Westward Water Columns	Side
19.3	Giant	Wagon bridge	Overhead and Side
26.5	Oleum	Tramway	Overhead
26.5	Oleum	Loading racks, Union Oil Co.	Side
26.7	Oleum	Tunnel No. 1	Overhead and Side
27.7	Tormey	Tunnel No. 2	Overhead and Side
29.0	Crockett	Sugar Co. warehouse	Side
29.0	Crockett	Cal. Haw. S. R. Co.	Overhead
30.1	Eckley	Platforms of brick company	Side
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse	Side
31.1	Port Costa	Wagon Bridge	Overhead
31.8	Nevada Dock	Platforms of brick company	Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1	Side
34.7	Martinez	Warehouse, Anderson Co.—cars to be left outside.	Overhead and Side
36.8	Peyton	Loading rack track, G. C. Co.	Side
43.2	Nichols	Wagon Bridge	Overhead
43.2	Nichols	A. T. & S. F. Ry. crossing	Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur	Side
		PORT COSTA—SACRAMENTO	
31.2	Port Costa	Wagon Bridge	Overhead
	Stmr. Contra Costa		Overhead and Side
	Stmr. Solano		Overhead and Side
32.4	Benicia	Apron sheds and tracks	Side
32.4	Benicia	Carquinez Packing Co., buildings	Side
48.9	Suisun-Fairfield	Pacific Fruit Product Co., spur	Side
59.4	Elmira	Warehouse	Side
		OAKLAND PIER—TRACY VIA NILES	
	Oakland Pier	Posts supporting shed	Side
4.9	West Oakland	Buildings and platforms at Creosote Works	Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St. freight yards	Side
4.9	West Oakland	Water tank on Wye	Overhead and Side
7.0	Oakland, 1st St.	Warehouse track, Howard Co.	Side
7.2	Oakland, 1st St.	Buildings Sunset Lumber Co.	Overhead and Side
9.0	23rd Avenue	Pacific Wire and Steel Co. spur	Side
9.0	23rd Avenue	California Cotton Mills	Overhead and Side
9.0	23rd Avenue	California Pottery Co., spur and buildings	Side
9.7	Fruitvale	Steel bridge over estuary	Wires Overhead and Side
10.3	Sather	Chlorox Chemical Company spur	Overhead and Side
20.1	Hayward	Hunt Bros., Canneries	Side
29.2	Niles	New Bunkers, Calif. Bldg. Mat'l Co.	Overhead and Side
29.2	Niles	New Bunkers of Niles Sand and Gravel Co.	Side
40.9	Pleasanton	Platform on beet tracks Nos. 1 and 2	Side
42.4	Remillard	Platform and Shed, Remillard Brick Co.	Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track	Overhead and Side
		ELMHURST—COLLEGE PARK	
30.6	Newark	Water tank spout	Side
30.6	Newark	Scaffold over foundry spur	Overhead
41.7	Agnew	Track leading into distillery	Side
		AVON—RADUM	
44.6	Nacio	Bridge	Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track	Overhead
47.5	Oxley	Bridge	Overhead and Side
49.2	Walnut Creek	Bridge	Overhead and Side
57.0	Osage	Bridge	Overhead and Sides
66.4	Asco	Beet loading chute	Sides
		SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA	
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.	Overhead and Side
46.2	Thomasson	E. B. & A I. Stone Co., rock crushing plant center track (spur)	Overhead and Side
62.1	Thoman	Fence, Sutter Home Winery	Side
74.0	Santa Rosa	Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding.	
		ELMIRA—RUMSEY	
76.0	Winters	Fruit shed	Overhead and Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon.
San Francisco	Dr. W. B. Coffey	Assistant Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. S. J. Gardner	District Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. G. H. Willcutt	Aurist.
San Francisco	Dr. W. F. Blake	Oculist.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	Assistant Surgeon.
Oakland	Dr. E. F. Card	Oculist and Aurist.
West Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central)	D. E. H. Barbera	District Surgeon.
Oakland (North)	Dr. L. E. Kindall	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Richmond	Dr. W. Lucas	District Surgeon.
Richmond	Dr. H. L. Carpenter	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. E. Z. Hennessey	District Surgeon.
Napa	Dr. O. T. Schulze	Assistant Surgeon.
St. Helena	Dr. D. E. Osborne	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Glen Ellen	Dr. L. H. Francis	Emergency Surgeon.
Sonoma	Dr. A. M. Thomson	Emergency Surgeon.
Santa Rosa	Dr. J. W. Jesse	District Surgeon.
Port Costa	Dr. P. B. Fry	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. E. C. Love	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	Emergency Surgeon.
Antioch	Dr. W. S. George	District Surgeon.
Brentwood	Dr. F. S. Cook	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Benicia	Dr. P. B. Fry	District Surgeon.
Suisun	Dr. S. J. Bransford	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. R. King	District Surgeon.
Esparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. W. E. Bates	District Surgeon.
Davis	Dr. T. E. Cooper	Assistant Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. W. E. Briggs	Oculist and Aurist.
Alameda	Dr. M. W. Brown	District Surgeon.
Alameda	Dr. W. O. Smith	Assistant Surgeon.
East Oakland	Dr. Guy Wallace	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Elmhurst	Dr. Lee E. Smith	District Surgeon.
San Leandro	Dr. C. H. Miller	District Surgeon.
Hayward	Dr. F. W. Browning	District Surgeon.
Niles—Centerville	Dr. John M. Adams	District Surgeon.
Pleasanton	Dr. J. Hal Cope	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. H. E. Grimmer	Emergency Surgeon.
Milpitas	Dr. H. J. Smith	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. D. A. Beattie	District Surgeon.
San Jose	Dr. E. F. Holbrook	District Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

WEST OAKLAND
EAST OAKLAND.
FRUITVALE.
ALAMEDA.
BERKELEY.
RICHMOND.
NILES.
PLEASANTON.
LIVERMORE.
SANTA CLARA.
SAN JOSE
PORT COSTA.
MARTINEZ.
ANTIOCH.
CONCORD.
TRACY
SANTA ROSA.
CALISTOGA.
NAPA.
SOUTH VALLEJO.
BENICIA.
SUISUN-FAIRFIELD.
VACAVILLE.
WINTERS.
DIXON.
DAVIS.

HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised April 23, 1920

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Benicia	Oakland and San Jose via Niles Niles to Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. to Santa Rosa Calistoga to Napa Jct.	Oakland and Tracy via Antioch and Oakland and Santa Clara Through
E-9	E-63 17/24 54	1306, 1309	140	1710	1520	590	630	440	630	770	1960
E-10	E-63 17/24 47	1320, 1323, 1331, 1337, 1345, 1349	140	1740	1550	620	660	470	650	790	1990
E-20	E-63 17/24 57	1366	150	1860	1660	660	700	500	700	850	2130
E-2	E-69 18/24 61	1374, 1376 to 1381	150	1920	1710	670	710	490	690	870	2200
E-6	E-69 18/24 68	1402 to 1411	165	2140	1900	750	800	550	780	970	2450
E-3	E-69 18/24 60	1412, 1413	150	1940	1720	680	720	500	700	880	2220
E-23	E-73 20/24 92	1433 to 1458	190	2890	2570	1010	1080	750	1050	1310	3310
E-24	E-69 18/26 73	1459 to 1463	165	2270	2020	800	850	610	850	1030	2600
E-25	E-63 18/26 71	1468	150	2210	1970	780	820	600	840	1000	2530
E-25	E-63 18/26 72	1473, 1474, 1479, 1480	160	2380	2120	840	890	660	910	1080	2720
E-25	E-69 18/26 72	1477, 1478	160	2190	1950	770	820	580	810	990	2510
M-4	M-63 20/28 126	1615 to 1719	190	3770	3370	1380	1460	1100	1500	1760	4300
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779 (Superheated)	200	4600	4110	1680	1780	1340	1830	2140	5250
M-8	M-63 21/28 156	1720 to 1724, 1770 to 1779 (Saturated)	200	4380	3910	1600	1690	1270	1730	2030	5000
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803, 1823 to 1825 (Superheated)	200	4610	4120	1690	1790	1350	1770	2150	5260
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803 (Saturated)	195	4270	3810	1560	1650	1240	1690	1980	4880
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	4850	4330	1780	1890	1430	1820	2270	5545
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	4380	3910	1600	1690	1270	1730	2030	5000
T-15	T-63 18/24 77	2026	160	2230	1990	790	840	600	830	1010	2560
T-14	T-57 18/24 73	2098, 2099	150	2300	2050	840	890	660	890	1070	2630
T-16	T-57 18/24 80	2108	165	2540	2260	920	960	720	990	1170	2900
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160	2440	2170	870	930	680	940	1120	2790
T-11	T-63 18/24 86	2127, 2129	160	2230	1990	790	840	600	830	1010	2560
T-10	T-57 18/24 86	2134 to 2152	160	2430	2160	860	910	670	930	1110	2780
T-9	T-57 18/24 96	2155, 2175, 2180	170	2590	2310	920	980	710	990	1180	2970
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	2430	2160	860	910	670	930	1110	2780
T-3	T-69 20/26 113	2212 to 2220	180	3070	2740	1080	1150	820	1150	1400	3520
T-2	T-63 19/24 105	2221 to 2234	160	2480	2210	870	920	650	920	1120	2840
T-1	T-63 20/26 112	2235 to 2273	180	3360	3000	1220	1290	960	1310	1560	3840
T-25	T-69 20/28 134	2274 to 2281	200	3690	3290	1310	1390	1010	1400	1680	4220
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	4240	3780	1530	1620	1180	1630	1960	4840
T-26	T-69 21/28 149	2283 to 2300 (Saturated)	200	4100	3660	1480	1570	1150	1570	1890	4690
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	4850	4330	1780	1880	1420	1930	2260	5530
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4380	3920	1600	1690	1270	1740	2030	5010
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	5300	4740	1950	2060	1560	2120	2480	6050
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	4800	4290	1750	1850	1390	1900	2230	5480
T-32	T-69 23/28 174-S	2371 to 2378	210	5410	4830	1990	2100	1550	2110	2520	6170
P-1	P-77 22/28 141-S	2400 to 2427	210	4380	3910	1570	1660	1200	1660	2010	5010
P-5	P-77 22/28 141-S	2438 to 2452	200	4140	3690	1470	1560	1120	1560	1890	4750
P-3	P-77 22/28 150-S	2459, 2460	210	4370	3900	1560	1650	1190	1650	2000	5000
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 (Superheated)	210	5860	5240	2160	2280	1760	2380	2740	6680
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2857 (Saturated)	200	5210	4650	1910	2020	1540	2100	2420	5950
C-5	C-57 22/30 187-S	2624 to 2693 (Superheated)	210	5870	5240	2180	2300	1770	2390	2760	6700
C-5	C-57 22/30 180	2624 to 2693 (Saturated)	200	5220	4660	1920	2030	1550	2110	2430	5960
C-2	C-57 22/34 172	2600 to 2611	185	5040	4500	1820	1930	1490	2030	2320	5750
C-4	C-57 22/34 183-S	2612 to 2623 (Superheated)	190	5500	4910	2000	2120	1640	2220	2510	6270
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5030	4510	1820	1930	1490	2030	2290	5750
TW-2	TW-50 20/26 120	2932 to 2939, 2941 to 2945	170	3710	3320	1360	1440	1100	1500	1730	4240
TW-3	TW-50 20/26 118	2946 to 2953									
A-1	A-84 $\frac{15\ 25}{28}$ 110	3000 to 3009	200	2820	2500	950	1010	690	990	1250	3230
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	3470	3090	1220	1290	890	1260	1570	3980
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	3150	2800	1080	1150	790	1120	1410	3620
MK-5 MK-6	MK-63 26/28 210-S	3237 to 3271	200	7090	6330	2620	2770	2100	2850	3320	8090

Allowance for Empty and Underloaded Cars—Ms.	Sacramento and Benicia	Oakland and San Jose via Niles Niles to Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. to Santa Rosa Calistoga to Napa Jct.	Oakland and Tracy via Antioch and Oakland and Santa Clara Through
Less than 40 Ms.	6	6	3	3	3	3	3	6
40 to 50 Ms.	3	3	0	0	0	0	0	3
More than 50 Ms.	0	0	0	0	0	0	0	0

WEIGHT OF PASSENGER TRAIN CARS.

KIND OF CAR	AVERAGE WEIGHTS, POUNDS			
	Wood	Steel	C. M. St. P.	Steel Underframe
Baggage	75,000	91,000	125,000	
Baggage (Dynamo)		101,000		
Baggage and Mail 60 ft.		97,000		92,000
Baggage and Mail 69 ft.	75,000	122,000		
Baggage and Passenger	65,000			
Buffet		131,000		122,000
Buffet (Dynamo)		146,000		
Business	108,000	179,000	141,000	136,000
Chair	84,000	98,000		
Coaches	75,000	95,000	133,000	
Dining	131,000	146,000		138,000
Observation	122,000	144,000		128,000
Postal 40 ft.		72,000		
Postal 60 ft.		110,000		
Pullman Observation	124,000	148,000		142,000
Pullman Parlor	115,000	149,000		142,000
Pullman Standard Sleeper	125,000	152,000		145,000
Pullman Standand Sleeper Cape and Fort Series		156,000		
Pullman Tourist	94,000		141,000	133,000
Tea and Silk	48,000			
Express, Horse	79,000			
Ex. Refr. (G. N. R. R.)	70,000			
" " (N. P. R. R.)	60,000			74,000
" "(A. R.E) 40 to 154				78,000
" " " 155 to 224				89,000
" " " 500 to 506				110.000
" " " 1101 to 1175				85.000
" " P.F.E. x500 to 799				83,000

MILEAGE.

MAIN LINES.

Oakland Pier to Tracy via Niles	C. P. Ry	66.90	
Elmhurst to Santa Clara	S. P. C. Ry	31.46	
Niles to San Jose	C. P. Ry	17.26	
Redwood Jct. to Niles Jct	C. P. Ry	16.24	
West Oakland to Sacramento, via Benicia	S. P. R. R	83.44	
Port Costa to Tracy	S. P. R. R	49.53	
Total Main Line			264.84

BRANCHES.

Alvarado	C. P. Ry.	Halvern to Alvarado		2.63	
Napa	S. P. R. R.	Suisun-Fairfield to South Vallejo	20.07		
		Napa Jct. to Calistoga	34.52	54.59	
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer		2.06	
Rumsey	S. P. R. R.	Elmira to Rumsey		51.22	
San Ramon	S. P. R. R.	Avon to Radum		29.85	
Santa Rosa	S. P. R. R.	Napa Jct. to Santa Rosa		37.24	
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst		.75	
Wingo-Union	S. P. R. R.	Union to Buchli	8.62		
		Ramal to Wingo	2.08	10.70	
Total Branches					189.04
Total Western Division					453.88

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Oakland to Port Costa	.12	6.0	.36%
Port Costa to Tracy	.24	5.0	.44%
Oakland to Niles	.75	.3	.76%
Niles to San Jose	.63	3.0	.73%
Niles to Tracy	1.0	8.6	1.43%
Redwood Jct. to Niles	.31	9.3	.78%
Elmhurst to Santa Clara	.43	5.0	.63%
Benicia to Sacramento	.41	.0	.41%
Port Costa to Oakland	.2	6.0	.44%
Tracy to Port Costa	.15	5.0	.35%
Niles to Oakland	.53	.5	.55%
San Jose to Niles	1.04	.0	1.04%
Tracy to Niles	1.0	8.5	1.42%
Niles to Redwood Jct.	.0	10.0	.50%
Santa Clara to Elmhurst	.4	3.0	.50%
Sacramento to Bencia	.64	2.5	.73%

TRAINMASTERS

G. D. WRIGHT..........Suisun-Fairfield
H. R. GERNREICH..............Oakland
F. E. YOAKUM.................Oakland
H. G. ROWLAND.............Port Costa

CHIEF TRAIN DISPATCHERS

D. BLAKE...................Oakland Pier
C. C. DAVISON..............Oakland Pier
T. R. GRIMSHAW..........Oakland Pier

ROAD FOREMAN OF ENGINES

W. R. PARKER

EXAMINER

C. W. PERKINS

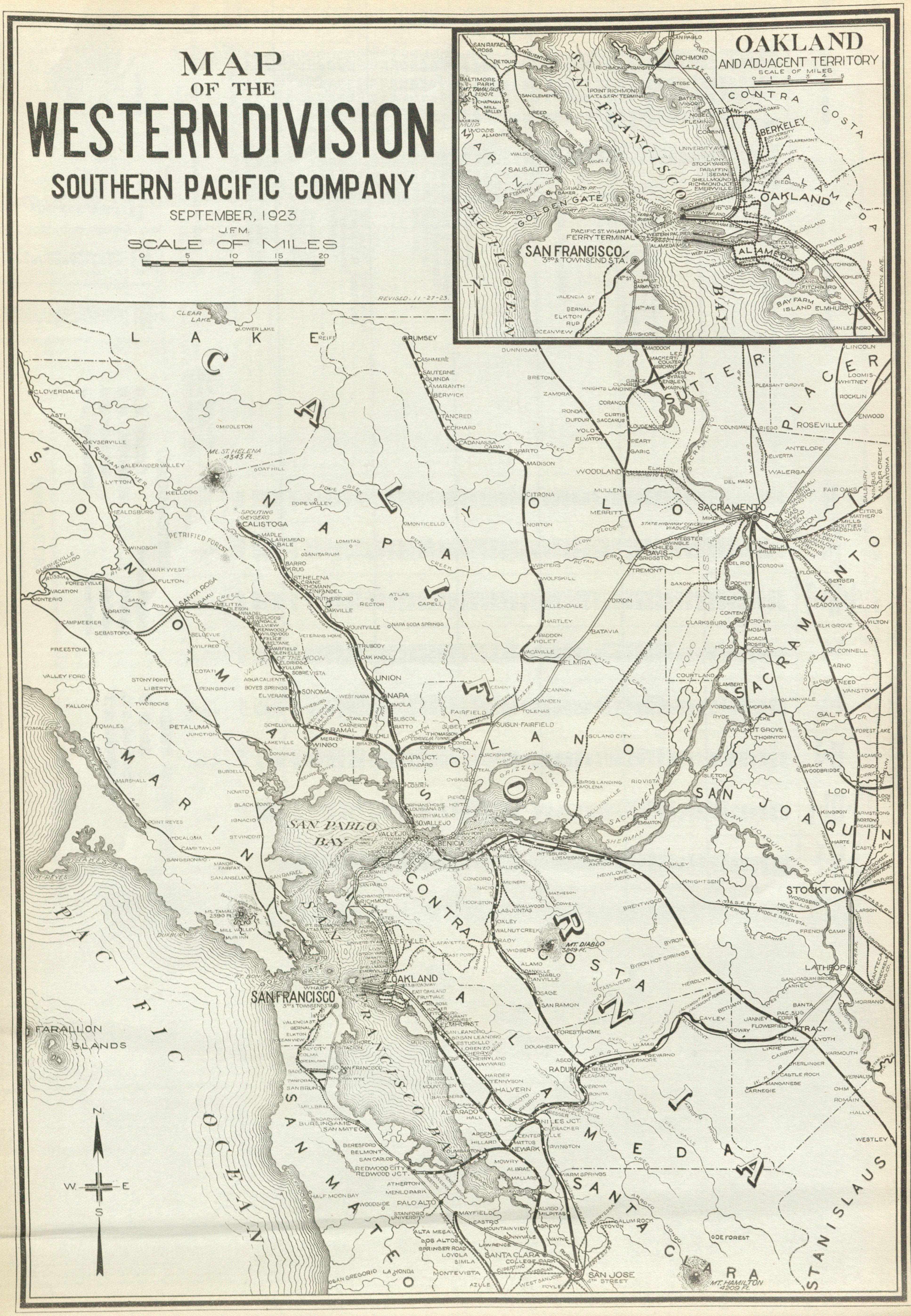
T. F. ROWLANDS,
Superintendent.

B. A. CAMPBELL,
Assistant Superintendent.

MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

SEPTEMBER, 1923

J.F.M.


SCALE OF MILES
0 5 10 15 20
REVISED 11-27-23
OAKLAND AND ADJACENT TERRITORY
SCALE OF MILES
SAN FRANCISCO 3RD & TOWNSEND STA.
GOLDEN GATE
PACIFIC OCEAN
SAN FRANCISCO BAY
OAKLAND
BERKELEY
ALAMEDA
CONTRA COSTA
MARIN
CALIFORNIA
LAKE
SONOMA
NAPA
YOLO
SOLANO
SUTTER
PLACER
SACRAMENTO
SAN JOAQUIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
STANISLAUS
SAN PABLO BAY
SACRAMENTO
STOCKTON
SAN JOSE
CALISTOGA
SANTA ROSA
PETALUMA
NAPA
VALLEJO
BENICIA
DAVIS
WOODLAND
ROSEVILLE
TRACY
LATHROP
NILES
PALO ALTO
FARALLON ISLANDS
MT. ST. HELENA 4343 FT.
MT. TAMALPAIS 2590 FT.
MT. DIABLO 3849 FT.
MT. HAMILTON 4209 FT.
N
S
E
W